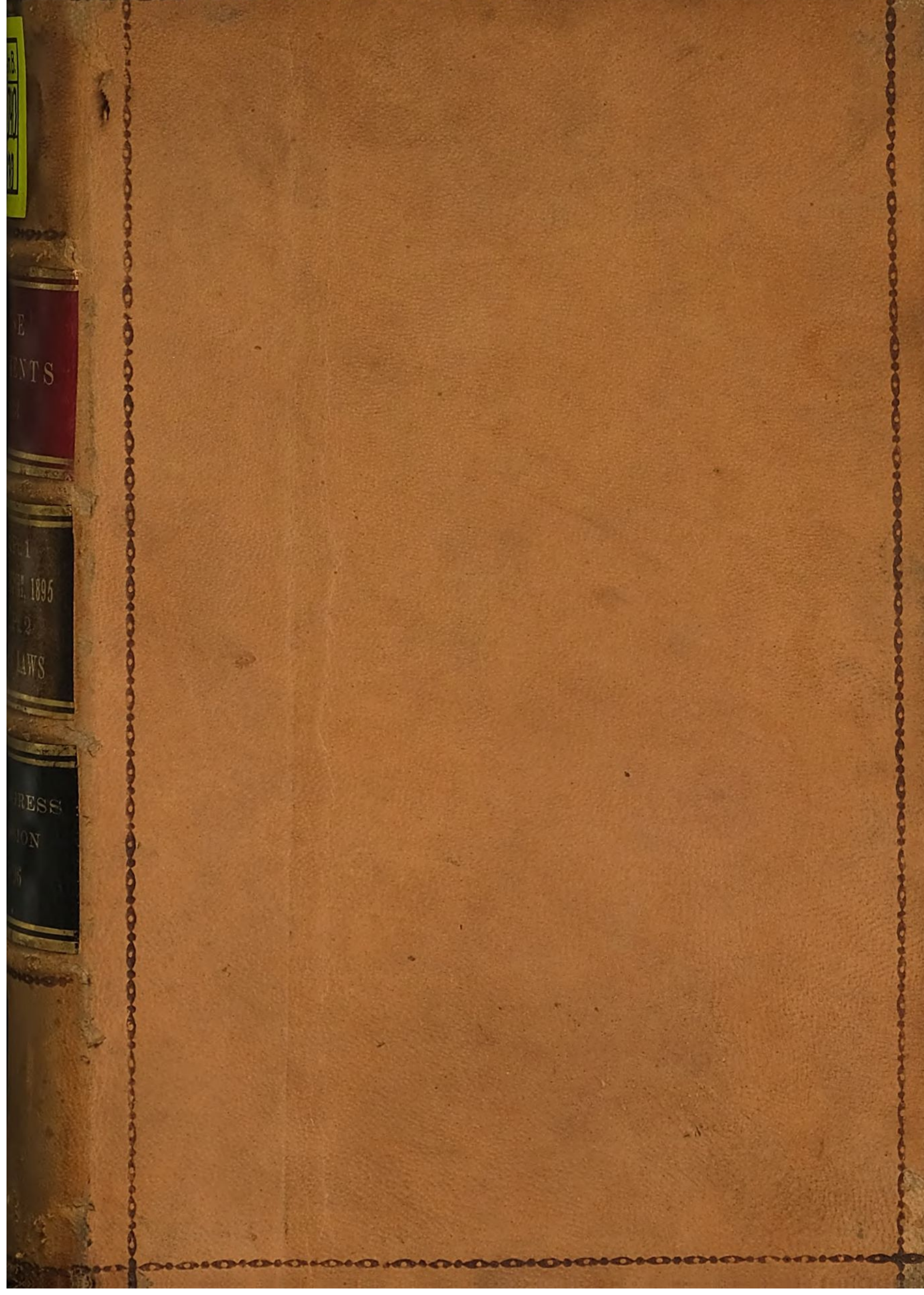




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# REPORT

OF THE

# COMMISSIONER OF NAVIGATION

TO THE

SECRETARY OF THE TREASURY.

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1895.

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WASHINGTON:  
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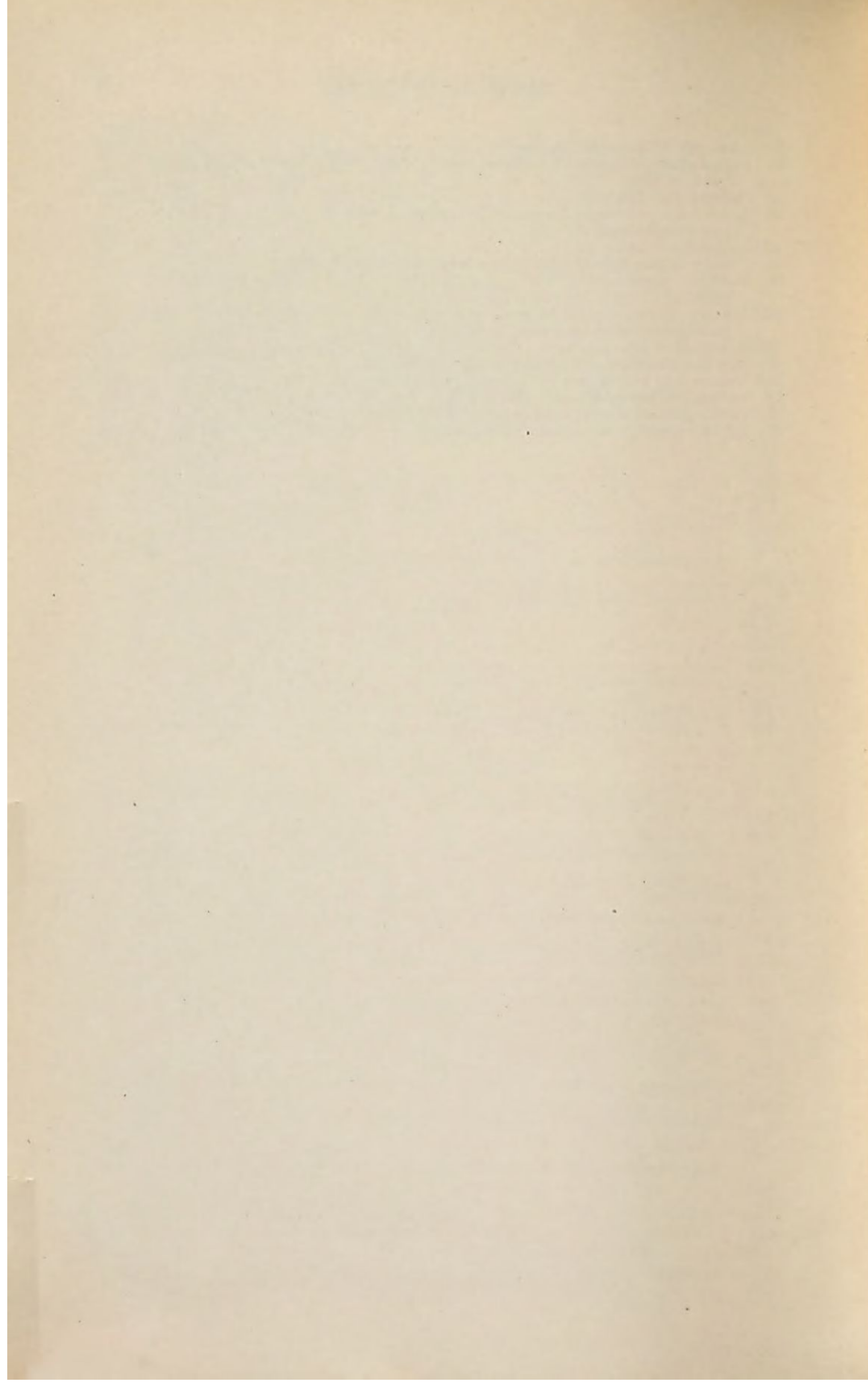


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REPORT  
OF  
THE COMMISSIONER OF NAVIGATION.

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TREASURY DEPARTMENT,  
BUREAU OF NAVIGATION,  
*Washington, D. C., October 16, 1895.*

SIR: It is made by statute the duty of the Commissioner of Navigation annually to report to the Secretary of the Treasury such particulars in the laws relative to navigation as may, in his judgment, admit of improvement or require amendment.

The laws relating to navigation are for the regulation and benefit of citizens who are engaged in the keenest competition with most powerful interests. Our navigation in the coasting trade at many points must meet the competition of the railroad interest, always organized and alert to promote the enactment of measures for its own benefit, and usually successful. Our navigation in the foreign trade must contend against the rivalry of foreign nations, which spare no effort to conduct the world's commerce and command the seas with their merchant fleets. In such close contention, even when natural advantages are equal, restrictive legislation may easily turn the scale against our maritime interests, and place them at such disadvantage that successful competition becomes well-nigh impossible.

Our navigation laws abound in restrictions which serve no useful purposes whatever. They subject our shipowners, shipbuilders, navigators, and seamen to restraints, conditions, and penalties such as no other maritime nation to-day imposes upon its merchant marine. Their certain operation, under present conditions of international trade, is to make our merchant marine as small as possible, instead of as powerful as possible, and unquestionably they have had the effect of compelling American capital, willing to invest in maritime enterprises, to resort to the protection of foreign flags and foreign laws, framed in a more liberal spirit than our own. They have contributed toward the almost total extinction, within a third of a century, of the race of American seamen.

The laws in point are not recent acts. As original propositions they would find few advocates to-day. It is believed that the only reason for their continued existence is the fact that the lawmaking power and the people have been engaged in the solution of larger questions of our internal development and have not had the opportunity and inclination to investigate their present operations. The ocean carrying trade of the United States is valued annually at from \$100,000,000 to \$125,000,000,



or barely 8 per cent of the annual receipts of the railroads of the country. While the latter employ nearly 500,000 men, the whole number of seamen required to man our registered tonnage is only about 20,000, of whom much less than one-half are American citizens, while the number of men in the Navy of the United States is nearly double the number of merchant seamen engaged under the American flag in transoceanic voyages. These comparisons are instituted only to show that there is a substantial reason in human interest why the navigation laws have not been scrutinized by Congress. It is not believed that the reason is a valid one, for a powerful merchant marine is a source of national wealth and national strength and prestige, and the lack of it, especially at a time when the upbuilding of the Navy makes such progress, is a source of national mortification, the removal of which may well enlist the most thoughtful efforts of statesmanship and legislation.

The laws relative to navigation have been reviewed in the preparation of this report, and the recommendations following are almost entirely in the line of the removal of restrictions upon our merchant marine, comprising under that term the interests of shipowners, shipbuilders, masters, and seamen in the merchant service.

#### THE FREE SHIP BILL.

I have the honor respectfully to renew the recommendation made last year in favor of the repeal of that restriction of law which denies the use of the American flag, the privilege of American registry, and the protection of the laws of the United States to vessels owned by American citizens and navigated in foreign trade, unless built in the United States. The reasons for this recommendation were set forth in some detail in the annual report of the Bureau for 1894. The President of the United States, in his last annual message, and the Secretary of the Treasury, in his last annual report, recommended the removal by Congress of this restriction of law.

The effect of this law, under existing industrial conditions, is not only to encourage but virtually to compel American capital, willing to embark in transoceanic navigation, to organize under the laws of other nations and resort to alien flags. Thus, in effect, an American law forces Americans to enhance the maritime importance of foreign nations at the sacrifice of our own.

Such, of course, has not always been the effect of the law and will not always continue to be its effect. During the first sixty years of our national existence the United States built the best and cheapest vessels in the world. Our virgin forests, close to the seaboard, gave us materials for marine construction on more advantageous terms than those upon which competing nations could obtain them. Industrial conditions, not the registry law, gave to this country its great power on the seas for more than half a century. The comparatively recent and wonderful development of our iron and steel industries points to a time, doubtless early in the next century, when industrial conditions once again will enable us to build the best and cheapest vessels in the world, but industrial conditions, not tenacious adherence to our copy of a law of George III, will then restore to this country its proper rank as a maritime power.

The registry law never has determined and never can determine the market in which vessels designed for international trade are bought. In that respect it differs radically from a tariff law, and only confusion of thought and action can result from the belief that their operations are similar.



During the past twenty years only two steamships have been built in the United States for the transatlantic trade and only four for the transpacific trade are in operation. An examination of the conditions under which these six steamships were built will show that the registry law in no way contributed to their construction, which was, however, aided by other legislation, giving the substance, instead of the shadow, of encouragement to American shipbuilding. Those two splendid evidences of American workmanship and enterprise, the *St. Louis* and *St. Paul*, which made their initial voyages during the current calendar year, were built under two conditions of law created especially for them. The first was the "postal subsidy act," popularly so called, approved March 3, 1891, which granted the most liberal compensation for carrying the ocean mails now paid by any nation. The second was the repeal of the registry law, so far as the American-owned, British-built steamships *New York* and *Paris* were concerned, to permit the establishment of an express mail service across the Atlantic under the American flag.

The postal-subsidy act of 1891 did nothing to promote the building of 20-knot steamships until it was supplemented a year later by the partial and temporary repeal of the registry law. Thus the registry law, so far from aiding in the construction of the *St. Louis* and *St. Paul*, proved an obstacle, which had to be removed before their keels were laid. The *Peru*, *City of New York* (since wrecked), and *City of Rio de Janeiro* were built for the Pacific Mail Steamship Company under the encouragement of an expected liberal mail contract and entirely apart from any considerations involved in the registry law. The two remaining steamships referred to are the *Alameda* and *Mariposa*, built twelve years ago in the expectation of obtaining mail contracts to Australia.

The building of large wooden sailing vessels for long deep-sea voyages has practically ceased the world round. The registry law cannot encourage this class of construction, first, because it has been superseded, and second, because our national advantages still enable us to build this type of vessel more cheaply than it can be built elsewhere, if there were a demand for it.

The law restricting our coasting trade to American vessels is undoubtedly a measure for the encouragement of domestic shipbuilding, which produces large and practical benefits to that industry. It is entirely distinct from the law for the registry of vessels in foreign trade and should not be confused with it. The recommendation made last year, and here renewed, in no manner affects coasting navigation and the interest which supplies it with vessels. While natural conditions and the difficulties in the way of bringing across the Atlantic the types of vessels used in this trade have doubtless done much more than statute law to promote the building of coasting, river, sound, and lake vessels, still it is not proposed to change a law which to an appreciable extent promotes American shipbuilding.

The registry law has done nothing and can do nothing to promote American shipbuilding. It has been powerless to bring purchasers to American shipyards and insufficient to prevent American purchases abroad. It is as impotent to aid the builders of wooden ships in New England as to aid the builders of steel steamships on the Delaware or the Pacific coast. Insistence upon its perpetuation is thus to lead shipbuilders to continue to place their reliance upon a law, the helplessness of which is manifest, and to prevent a direction of their energies and the energies and thought of the lawmaking power toward measures which may prove of real value to this important national interest.



If the law were merely impotent, its right to a place longer upon the statute book need not be challenged. There are many laws unrepealed which have outlived their usefulness or the theories upon which their enactment originally was based. But for a third of a century the registry law has been an active force in causing national humiliation. While it has done nothing to encourage American shipbuilding, it has forced American shipowners to invest their capital under the laws of foreign nations, to resort to the use of alien flags, or to abandon ship-owning to competing nations.

It has been stated that the registry law can not determine the market in which vessels designed for the foreign trade will be bought. While only seven steamships for transoceanic trade have been built in the United States within the past twenty years—and these were built here for other reasons than any involved in the registry law—American capital within barely half that time has purchased abroad and now operates under foreign colors in transatlantic or transpacific trade forty or fifty well-known steamships, and if a complete analysis of ownership could be made the list would doubtless be considerably extended.

We have but three steamship companies which maintain regular communication with the Old World. Of these the International Navigation Company is our only transatlantic company. Its fleet consists of the *St. Louis* and *St. Paul* and four steamships built in this country more than twenty years ago (in all, six American-built vessels), of six foreign-built vessels, two of which, the *New York* and *Paris*, Congress admitted to American register to facilitate the construction of the *St. Louis* and *St. Paul*, the remaining four still flying the British flag, and of nine steamers built abroad and operated under the Belgian flag. Our only line to Asia is the Pacific Mail Line, which in that trade owns three American steamships and one foreign-built. Our only Australian line comprises two American-built vessels, one foreign-built which Congress has admitted to registry, one British, and one Hawaiian steamship. Under the laws of any other nation but the United States these corporations would not only be permitted to use the national flag for all their vessels, but in the case of some nations substantial inducements would be afforded to encourage the use of the national flag. Our practice, established by law, is precisely the reverse. The law puts a ban upon the use of the Stars and Stripes, and, having no alternative, Americans, willing to embark in maritime ventures and finding it necessary, in order to compete with foreign rivals, to buy vessels as cheaply as their competitors, must resort to the flag and protection of Great Britain, Belgium, Norway, and even of Hawaii, last born among republics.

The practice of those engaged in navigation for the purposes of legitimate profit is most valuable evidence to those engaged in the improvement of laws. The managers of our three American transoceanic steamship lines presumably are as loyal and patriotic Americans as those who make or enforce the laws which govern them. Self-interest has forced them to buy steamships abroad, because steamships can be obtained there on more advantageous terms than at home. There can be no other reason. It is sometimes argued that the cost of operation and especially the factor of the difference in wages of seamen prevents navigation under the American flag. Some attention in detail was paid to that claim in the report of the Bureau last year; but, without covering ground already traversed, it will be sufficient to direct notice to the fact that if cost of operation, instead of first cost of construction, were the difficulty with which American shipowners have to contend, we should meet with frequent cases of American-built steamships



transferred to foreign flags and operated under those flags by American owners: Such is not infrequently the case with British vessels transferred to the Norwegian flag. But there are no such instances of American-built vessels transferred to foreign flags, while there are many instances of foreign-built vessels bought abroad by Americans.

Cost of construction determines the market in which American ship-owners buy their steamships, and under present conditions it is to be regretted that the margin of business advantage, in obedience to which our owners make their purchases, is in favor of foreign yards.

An act of Congress, the registry law, determines the flag and nationality of many vessels owned in truth by American shipowners, and it is to be regretted that the law determines flag and nationality in favor of foreign nations instead of in favor of the United States.

The cost of construction can not appreciably be changed by statute law. For its reduction we must await the normal development of our resources. Flag and nationality can be determined by Congress whenever it so elects, and the removal in whole or part of present restrictions can not fail to increase the American merchant marine.

There is little reason to expect that the American owners of vessels under foreign flags will petition Congress for a change in the law or for permission to use their own flag, for such a petition would rest chiefly upon sentiment. We not only afford to American vessels in foreign trade no particular privileges, but in some respects we subject our vessels to burdens and annoyances to which the vessels of no other nation are subjected. The removal of some of these burdens and annoyances is suggested in later recommendations of this report. There can be little doubt that American capital invested in a British-built, Belgian, or Norwegian freight steamer will secure as large a profit under the flags of those nations as under the American flag. There is no business reason, therefore, to prompt the American owner to appeal to Congress for an American register unless he wishes to engage in the coasting trade. On the other hand, there can be no doubt, without impeaching the patriotism of men who have in various ways demonstrated their love of country, that Americans owning vessels under foreign flags in foreign trade would prefer to use the Stars and Stripes instead of the foreign emblems which our law forces upon them. Left by the law free to make a choice they would prefer their own flag even with the unnecessary burdens and annoyances accompanying it. But met with expatriation on the first page of our navigation laws and confronted on subsequent pages by laws which all other nations have outgrown, our shipowners, not unnaturally, have made little effort to secure correctional legislation for an interest which meets only frowns under the laws of the United States, only favors under the laws of other nations.

If our voluntary sacrifice of maritime rank were accompanied by any corresponding compensation to some other national industry the sacrifice might be defensible, but, as already indicated, there is no trace of benefit to domestic shipbuilding wrought by the registry law. We own the steamships in transatlantic trade to entitle the United States to rank next to Great Britain and Germany in that trade, but, because the law compels the disguise of a foreign flag over much more than half our steamships in that trade, our North Atlantic merchant steam fleet is outnumbered also by the fleets of France, Belgium, and Holland plying between the United States and Europe.

Of the ten maritime nations owning nine-tenths of the seagoing tonnage of the world the United States and Italy alone have a less carrying capacity than twenty years ago. The method adopted this year by



the world's most eminent statistical authorities in estimating the carrying power or potential tonnage of a merchant fleet is to multiply the net tonnage of steam vessels by 4 and add to the product the tonnage of sailing vessels. The greater speed of steam vessels of course increases their carrying power, and to convert steam tonnage into the terms of sail tonnage this carrying power is taken at fourfold the carrying capacity. With this explanation the following table, prepared by the Bureau from the statistics of the Bureau Veritas for the three years named, will show the carrying power of the seagoing vessels of the nations of the world and the percentage of each to the total for each year:

|                   | 1894-95.     | Per cent. | 1884-85.     | Per cent. | 1874-75.     | Per cent. |
|-------------------|--------------|-----------|--------------|-----------|--------------|-----------|
| British .....     | 27, 885, 806 | 56        | 21, 743, 051 | 55        | 13, 347, 583 | 47        |
| German .....      | 4, 065, 282  | 8         | 2, 454, 953  | 6         | 1, 604, 773  | 6         |
| American .....    | 3, 261, 982  | 7         | 3, 552, 218  | 9         | 4, 196, 463  | 15        |
| French .....      | 2, 121, 550  | 4         | 2, 393, 731  | 6         | 1, 558, 290  | 6         |
| Spanish .....     | 1, 406, 805  | 3         | 1, 196, 356  | 3         | 929, 943     | 3         |
| Norwegian .....   | 2, 343, 173  | 6         | 1, 783, 387  | 5         | 1, 495, 958  | 5         |
| Italian .....     | 1, 328, 653  | 2         | 1, 372, 954  | 3         | 1, 471, 060  | 5         |
| Dutch .....       | 1, 012, 900  | 2         | 795, 652     | 2         | 664, 297     | 2         |
| Russian .....     | 966, 384     | 2         | 882, 116     | 2         | 611, 470     | 2         |
| Swedish .....     | 928, 077     | 2         | 733, 903     | 2         | 577, 672     | 2         |
| Total .....       | 45, 320, 612 | 92        | 36, 908, 321 | 93        | 26, 457, 509 | 93        |
| All others .....  | 4, 206, 235  | 8         | 2, 803, 510  | 7         | 1, 950, 437  | 7         |
| Grand total ..... | 49, 526, 847 | 100       | 39, 711, 831 | 100       | 28, 407, 946 | 100       |

The year 1874-75 is taken as the initial year because more than ten years had then elapsed since the close of the civil war, and thus an ample margin of time is allowed for recuperation from the effects of that disastrous period. In 1874-75 the seagoing carrying power of the United States was easily second to that of Great Britain and greater than that of Germany and France combined. Although our sea power relatively and absolutely was then much greater than now, President Grant five years before had foreseen the opportunity for the development of American navigation and in a special message had urged Congress to pass a free-ship bill. Within the past ten years Germany has outstripped the United States, her net steam tonnage increasing from 414,000 tons in 1885 to 893,000 tons in 1895, equivalent to 3,572,000 tons carrying power, and Norway has passed ahead of France and is rapidly drawing close to the United States.

While our rank is third among nations, it must be borne in mind that we hold this rank, not by virtue of our transoceanic voyages, but through our extensive navigation with the West Indies, Central America, and the Caribbean coasts of South America—voyages which are essentially coastwise, though conducted to foreign ports—and through our enormous tonnage on the Great Lakes.

The complete figures for the last fiscal year are not yet available, but they will not greatly vary from those of the previous year. During 1893-94 the total number of voyages, both going and coming, made between the United States and Europe by American merchant vessels was 252, while vessels under foreign flags made the voyage 10,233 times. Between the United States and Asia the voyage was made 161 times by American and 476 times by foreign vessels; between the United States and Africa, 70 times by American and 274 times by foreign vessels; between the United States and Australia and New Zealand, 60 times by American and 148 times by foreign vessels; and between the



United States and Hawaii, 351 times by American and 39 times by foreign vessels.

In the last annual report of the Bureau a table was published showing the existing means of steam communication between the ports of the United States and foreign countries, with the names, year of build, average period of voyage, approximate number of crew, and approximate value of the steamships of all flags regularly so engaged. It disclosed the extent to which foreign nations have assumed control of our carrying trade and partially the extent to which Americans own or charter vessels under foreign flags.

The means of communication, steam and sail, under the American flag between the United States and about fifty of the chief foreign seaports and markets for exports and imports during the last fiscal year are shown in Appendix C. The table is compiled from the returns of United States consuls, who are required to report the arrival and departure of every American vessel. It is thus complete as to the trade in American bottoms at the ports selected. It shows the name of each vessel which entered the port, the rig, tonnage, material, year of build, and port from which she came, together with the number of entries. Attention is invited to the facts it sets forth.

In Appendix D are collated the statements of American consuls, showing the opportunities open for American vessels to meet demands for communication between the ports at which they are stationed and ports of the United States.

From the entire Atlantic coast of the United States only two American vessels last year made the voyage to Liverpool and none made the voyage to Hamburg or Bremen. The only American vessels entering the two great German ports during the year were five wooden sailing vessels, built between 1875 and 1884, with crews, all told, of about 150 men.

The satisfactory demonstration of our naval power at Kiel contrasts pointedly both here and abroad with the showing made by our merchant marine in German ports. It raises the question whether early removal of the causes in law which hamper our merchant marine is not now essential, not only to trade and commerce, but even to our military power on the sea, which has of late years received such full and generous consideration from Congress. The most eminent writer of the generation upon naval subjects, speaking of our new navy, says:

Can this navy be had without restoring the merchant shipping? It is doubtful. History has proved that such a purely military sea power can be built up by a despot, as was done by Louis XIV; but though so fair seeming, experience showed that his navy was like a growth which, having no root, soon withers away. But in a representative government any military expenditure must have a strongly represented interest behind it, convinced of its necessity. How such a merchant shipping should be built up, whether by subsidies or free trade, by constant administration of tonics or by free movement in the open air, is not a military but an economical question. (*Influence of Sea Power upon History*, Capt. A. T. Mahan, U. S. N., p. 87.)

Free registry and subsidies are not alternative or conflicting propositions, but, as was indicated in the last report of the Bureau, are independent methods of dealing with two different subjects. The registry law is without effect on shipbuilding, but it obstructs navigation. Other maritime nations have recognized this fact, and, without exception, have abandoned laws which forbade the national flag to foreign-built vessels. Those which have undertaken to stimulate shipbuilding by legislation have resorted to direct cash payments from the public funds in the form of bounties for domestic construction, bounties for



the navigation of domestic-built vessels, or large mail compensation to domestic-built vessels. Such is the policy of France, Italy, and Austria, where the subsidy system is in force. Those nations give their citizens the markets of the world from which to buy shipping on the most advantageous terms, in order to encourage navigation under the national emblem. To encourage national shipbuilding they offer rewards in cash out of the public funds. Such support as the system of subsidies has in the United States is a confession of the inadequacy of the registry law to benefit shipbuilding for foreign trade, a tardy realization of our backwardness in navigation.

No law could be effective to prevent American citizens from buying ships abroad and navigating them under foreign flags, from chartering and controlling foreign vessels for long or short periods, or from accepting as passenger or cargo carriers foreign vessels, yet so long as these opportunities are open and made use of, no American citizen can be driven by the registry law to purchase a ship in an American shipyard, save only to engage in the coasting trade or to receive a postal subsidy.

It is recommended that the words "built in the United States" be stricken from section 4132 of the Revised Statutes and that the section shall read:

SECTION 4132. Vessels belonging wholly to citizens of the United States and vessels which may be captured in war by citizens of the United States and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others, may be registered as directed in this title, but no foreign-built vessel hereafter admitted to American registry shall be entitled to engage in the coasting trade of the United States.

#### EXTENSION OF THE ACT ADMITTING THE NEW YORK AND PARIS.

I have the honor respectfully to recommend the extension of the principle of the act of May 10, 1892, under which the steamships *New York* and *Paris* were admitted to American registry and the steamships *St. Louis* and *St. Paul* were built in the United States. The privilege bestowed by the act has been wisely and beneficially used; so well used, in fact, as to warrant the belief that if American shipowners and shipbuilders generally were permitted to avail themselves of the privilege it bestowed upon one corporation, our merchant marine would be augmented by the purchase and registry of desirable foreign-built vessels, while at the same time construction in our own shipyards would be stimulated. In this belief the Bureau is confirmed by the opinions, expressed verbally and in writing, of leading shipbuilders of the United States.

While general in its terms, that act was in fact the grant of a special privilege to one corporation, and the only two vessels in existence which conformed to all of its requirements were the steamships *City of New York* and *City of Paris*. The act admitted foreign-built vessels to American registry upon the following conditions:

1. That such vessels should be steamships, engaged in freight or passenger business in an established line from a port in the United States.
2. That they should not be less than 8,000 tons each.
3. That they should have a speed of not less than 20 knots.
4. That 90 per cent of the capital of the foreign corporation operating such steamships at the time should be owned by citizens of the United States and have been so owned since January 1, 1890.
5. That American owners should obtain a complete transfer of the title to such steamships from the foreign corporation.



6. That the American owners should build or contract to build in American shipyards steamships of an aggregate tonnage not less in amount than the steamships so admitted to registry.

7. That each steamship so built or contracted for should be not less than 7,000 tons.

8. That all vessels documented under the act should be available for the purposes of the United States in the event of war.

9. That foreign-built vessels admitted under the act should not engage in the coasting trade.

It is believed to be desirable, both as a matter of principle and as a matter of practical benefit to navigation, that the privilege bestowed by this act upon one shipowner and the opportunity for construction it opened for one shipbuilder should be bestowed upon all American shipowners and opened to all American shipbuilders. Every American shipowner can not command the capital to purchase vessels of 8,000 tons or upward, capable of a continuous speed of 20 knots an hour across the Atlantic, nor has every American shipbuilder the facilities to construct a like class of vessels. The bulk of the carrying trade of the Atlantic and Pacific is not carried on in ocean greyhounds and doubtless never will be. If the principle so successfully invoked in the case of the *New York* and the *Paris* is to be of general service to American shipowners and shipbuilders, it must not be restricted by conditions as to tonnage and speed which enable only those with great capital to make use of it.

The purpose of the act, declared by Congress, was "to encourage American shipbuilding," and it has already accomplished that purpose as far as it can, unless extended. More encouragement, under a more general law, based on the same principle, it is safe to assert from experience, would accomplish still more for shipbuilding and for navigation. Of all the conditions prescribed in the act of May 10, 1892, only three appear to conform to the purpose declared in the title of the act, while the remaining six are limitations or the impediments to the encouragement afforded. They may now well be removed, in view of the success which has attended the experiment on a restricted field. Those three conditions are the requirement that an equivalent tonnage should be constructed in American shipyards for the tonnage of foreign construction admitted to registry, that American ownership should be established, and that foreign-built vessels thus admitted should not engage in the coasting trade. There are only twelve steamers of over 8,000 tons and 20 knots speed in the world, and encouragement only to such vessels completely ignores all but a very few of the builders and owners in the United States.

The admission of the *New York* and *Paris*, coupled with the construction of the *St. Louis* and *St. Paul*, has demonstrated that a more liberal policy toward shipping than that which has hitherto been followed does not mean the closing of American yards. It has been shown, on the contrary, that the admission of foreign-built vessels to American registry is possible with a simultaneous increase in American construction, and may even contribute to it. To stop at the act of 1892 without carrying it to its logical conclusion by giving it general application and enabling all to share in its benefits is avowedly to stop short at the grant of a special privilege, to put aside an opportunity to increase the tonnage of the American merchant marine and the construction of vessels in American shipyards.

Under present conditions the difference in cost of construction is such that the American shipowner desiring two steamers for foreign



trade buys both in foreign yards and neither at home. Under an extension of the act of May 10, 1892, that difference in cost of construction would be reduced one-half. What was saved in the first cost of the foreign-built vessel would be available for expenditure in American yards. Conditions would thus be created which would certainly be more favorable to domestic construction of all kinds of vessels than those which now obtain. There would still be a difference in favor of foreign purchase and navigation under foreign flags, but the incentive to such purchase and navigation would be lessened materially and possibly in time wholly neutralized.

The fact is not overlooked that the four great steamships which carry the American flag on the mid Atlantic, by virtue of the act of May 10, 1892, are receiving the munificent mail compensation provided by the postal subsidy act of 1891, but, as already indicated, the act of 1891 was not sufficient to establish a fleet of 20-knot steamers until supplemented by the act of 1892. It is possible that the measure proposed would not add more 20-knot steamships to our fleet, unless heavy mail payments were provided, but for that purpose the law is already adequate. Under existing law, however, it is impossible to establish on the Pacific a mail service, even approximating our Atlantic mail service, on equal conditions with those found necessary to the recent creation of the latter. So far as law can create it, such equality of conditions will be established for all services and for all shipowners and shipbuilders by the measure proposed.

The bill recommended adopts the principle of the act of 1891, and frees it from those restraints upon the encouragement of American shipbuilding imposed solely to define in general terms the steamships *New York* and *Paris*. It provides for the issue of an American register to a foreign-built vessel on the condition that the owner shall be an American citizen or corporation, shall agree to build an equivalent in the United States, and shall not employ the vessel so admitted in the coasting trade. The objection is sometimes raised that, if the opportunity is offered, Americans will purchase old and inferior types of vessels abroad. Such does not appear to be their practice, for of the forty-eight vessels proposed to be admitted under bill C, twenty-nine were built during or since 1890. Should Congress see proper to enact the amendments to section 4132 of the Revised Statutes, recommended in previous pages, this bill would be superfluous, but if those amendments should not be enacted, this measure, bill B, under the later head "Proposed legislation," is recommended as an improvement upon the laws relating to navigation now in force.

#### ADMISSION OF CERTAIN VESSELS.

It has been the custom of Congress for some years to pass from time to time special acts, admitting particular vessels to American registry. These are chiefly old vessels which have undergone more or less repair and, frequently, have been wrecked. The privilege of registry is usually sought to enable these vessels to enter the coasting trade, which, by the general theory of the statutes, is reserved for home-built vessels. A special act, permitting certain new vessels, recently purchased by Americans and employed entirely in the foreign trade—which is not reserved for home-built vessels and never can be so reserved by law, unless we break off all intercourse with foreign nations—may be desirable. The passage of such a special act can not affect domestic shipbuilding, for these vessels will continue to be operated by their



owners under foreign flags, as at present, if the use of the American flag is not permitted.

A list of forty-eight such steamships, in the aggregate of 180,000 tons, and representing a relatively recent expenditure of probably \$10,000,000 American capital abroad, is incorporated in bill C, under the head, "Proposed legislation." It is proposed that the American owners of these vessels, upon demonstrating their ownership, may have the option of carrying the American flag on the sea and receiving the protection of American laws, if they so elect, provided that they shall not engage in the coasting trade. It is possible that in some instances the owners will not care to come under the laws of the United States; in others they have informed this Bureau that they wish to do so, if permitted by law. To conform to foreign laws the ownership of these vessels is now vested in foreign corporations nominally, though the capital is American. The list includes vessels of the International Navigation Company and of the Pacific Mail Steamship Company, which have not yet been admitted to American registry, of the Atlantic Transport Company, the Chesapeake and Ohio Railroad, of W. R. Grace & Co., T. Hogan & Sons, New York, Spreckles & Co., of San Francisco, and several smaller owners. The direct question presented by this measure is, whether the laws of the United States should guarantee the use of the flag and the protection of the Navy of the United States to certain American property on the high seas, or should require it to be under foreign flags and protection. If the measure be enacted, the direct question would be presented to the owners whether they prefer American or foreign law and protection.

#### DISCRIMINATING DUTIES ON FOREIGN SHIPS.

The proposition to assist American shipbuilding and navigation by imposing in the ports of the United States heavier dues or duties on foreign vessels or their cargoes than we impose on American vessels and their cargoes is altogether impracticable for a variety of reasons. Advocacy of the project thus merely impedes rational plans to promote our shipping, by holding out false hopes and misdirecting thought and effort.

The proposition is impracticable, first, because it is merely an invitation to retaliation which every other maritime nation would promptly accept. Certain retaliation, such as the United States early in the century invoked to compel other nations to remove discriminations against American vessels, would nullify any hoped-for advantages and confine our shipping to our own coasts. In principle and effect it would not differ from the old embargo acts. Second, it is contrary to the experience and custom of other maritime nations and our own experience, and its adoption would throw our merchant marine even further out of relations with the commerce of the world than it is at present. Finally, it would be a violation of our obligations to other nations, and its establishment would require as a preliminary the overthrow of our treaties of friendship, commerce, and navigation with nearly all civilized powers, which are associated with the great names of all parties in our history, are one of the greatest achievements of American diplomacy, and, next to the application of steam to navigation, our greatest gift to international commerce, by which shipping lives.



The second article of our treaty with Great Britain, negotiated by John Quincy Adams, Henry Clay, and Albert Gallatin, and ratified December 22, 1815, contains this provision:

No higher or other duties or charges shall be imposed in any of the ports of the United States on British vessels than those payable in the same ports by vessels of the United States, nor in the ports of His Britannic Majesty's territories in Europe on vessels of the United States than shall be payable in the same ports on British vessels.

Substantially the same provision is to be found in our treaties with nearly every other civilized nation. Without taking the space required to reproduce the similar provision in other treaties, it will suffice for convenience of reference to cite the article and date of such treaties and the page in the volume of "Treaties and Conventions between the United States and Other Powers, 1776-1887" (issued by the State Department) where they are to be found:

|                                    |                                      |
|------------------------------------|--------------------------------------|
| Argentina .....                    | Art. V, Apr. 19, 1855, p. 19.        |
| Austria-Hungary .....              | Art. II, Feb. 10, 1831, p. 23.       |
| Belgium .....                      | Arts. II, III, June 29, 1875, p. 76. |
| Bolivia .....                      | Art. IV, Jan. 8, 1863, p. 91.        |
| Brazil .....                       | Art. IV, Mar. 18, 1829, p. 106.      |
| China .....                        | Art. III, Oct. 5, 1881, p. 184.      |
| New Grenada .....                  | Art. IV, June 12, 1848, p. 196.      |
| Korea .....                        | Art. V, June 4, 1883, p. 218.        |
| Costa Rica .....                   | Art. V, May 26, 1852, p. 222.        |
| Denmark .....                      | Art. III, Oct. 14, 1826, p. 232.     |
| Dominican Republic .....           | Art. VI, Oct. 24, 1867, p. 246.      |
| Ecuador .....                      | Art. IV, Sept. 23, 1842, p. 256.     |
| Greece .....                       | Art. II, Aug. 30, 1838, p. 502.      |
| Guatemala .....                    | Art. IV, July 28, 1852, p. 509.      |
| Germany (Hanover) .....            | Art. I, Apr. 24, 1847, p. 523.       |
| Germany (Hanseatic League) .....   | Art. I, June 2, 1828, p. 533.        |
| Hawaii .....                       | Art. IV, Nov. 9, 1850, p. 541.       |
| Honduras .....                     | Art. V, May 30, 1865, p. 567.        |
| Italy .....                        | Art. V, May 11, 1869, p. 582.        |
| Germany (Mecklenburg) .....        | Art. I, Aug. 2, 1848, p. 654.        |
| Mexico .....                       | Art. V, Apr. 5, 1832, p. 665.        |
| Netherlands .....                  | Art. III, Jan. 19, 1839, p. 764.     |
| Nicaragua .....                    | Art. V, Aug. 13, 1868, p. 780.       |
| Paraguay .....                     | Art. V, Mar. 12, 1860, p. 831.       |
| Peru .....                         | Art. IV, July 27, 1874, p. 877.      |
| Portugal .....                     | Art. II, Apr. 24, 1841, p. 892.      |
| Germany (Prussia) .....            | Art. II, Mar. 14, 1829, p. 917.      |
| Prussia .....                      | Art. II, May 11, 1833, p. 933.       |
| Salvador .....                     | Art. IV, Mar. 13, 1874, p. 958.      |
| Sweden and Norway .....            | Art. II, Jan. 19, 1828, p. 1059.     |
| Turkey .....                       | Art. VIII, July 2, 1862, p. 803.     |
| Venezuela .....                    | Art. VI, Sept. 25, 1861, p. 1132.    |
| Spain (Cuba and Puerto Rico) ..... | Art. I, Oct. 27, 1886, p. 1203.      |

These treaties practically cover the maritime world, for, although our treaty with France (Arts. I, II, February 12, 1823, p. 343) permits the United States to lay a discriminating duty of \$3.75 a ton and France to levy a duty of 20 francs a ton, its equivalent, there are no discriminations actually employed. France tried the experiment of discriminating tonnage and flag duties in 1872, with such disastrous effects as to compel its abandonment within two years. Although our treaty with Great Britain does not cover the British colonies, discrimination has seldom been shown for many years in the case of any of the colonies, except the Dominion of Canada, and our power of retaliation is always sufficient to check any attempt at discrimination on the part of that colony.

Our treaties extend to the imposition of differential duties and export bounties, as well as to direct charges on navigation already referred to.



Thus the first article of our treaty with the Netherlands, negotiated by Mr. Webster in 1853, provides:

Goods and merchandise whatever their origin may be, imported into or exported from the ports of the United States from and to any other country, in vessels of the Netherlands, shall pay no higher or other duties than shall be levied on the like goods and merchandise imported or exported in national vessels. Reciprocally, goods and merchandise, whatever their origin may be, imported into or exported from the ports of the Netherlands from and to any other country, in vessels of the United States, shall pay no higher or other duties than shall be levied on the like goods and merchandise imported or exported in national vessels.

The bounties, drawbacks, and other privileges of this nature which may be granted in the states of either of the contracting parties, on goods exported or imported in national vessels, shall also and in like manner be granted on goods imported or exported in vessels of the other country.

A similar provision may be found in nearly all the treaties before referred to on the pages already given or on the preceding or succeeding pages of our Treaties and Conventions.

The belief that discrimination is harmful to our national interests thus has had the sanction of all parties at all times in our national history, and the policy of all enlightened maritime nations is the same as our own. Some nations pay construction or navigation bounties or large compensation for carrying the mails to national vessels, but no nation of maritime rank undertakes to impose discriminating duties on tonnage or merchandise. The theory of discrimination, as was stated in the annual report of the Bureau last year, would undoubtedly work admirably if in practice it were possible in some fashion to bind foreign nations to refrain from prompt and effective retaliation against American vessels in their ports; but the assumption that they will not strike back rests on a belief in a spirit of humility not yet general in commercial affairs among either nations or individuals.

The laws now provide—whether wisely or not is not here in question—that only American vessels shall engage in the coasting trade between ports of the United States, and these laws are easily enforced, because these ports are all under our own control. The power of any State to discriminate against the shipping of another State is denied by the Constitution. The exercise of that power under the Confederation proved harmful to the mercantile interests of the States which attempted it, and it was forbidden by the fundamental law when the Government was established. Long ago the leading maritime nations found, by an experience not different from our own under the Confederation, that discriminating taxes on shipping injure the shipping of all parties who engage in such commercial wars of retaliation, and by common consent the project no longer has a place in any intelligent maritime policy. An attempt to deny entry to the ports of the United States to foreign vessels would naturally result in the refusal of foreign nations to allow American vessels to enter their ports. What is true of absolute prohibition is equally true of any plan of modified discrimination. Whatever its degree, it would inevitably result in reprisals which would deprive American shipping of any hoped-for advantages at home by putting it to corresponding disadvantages abroad.

The belief entertained in some quarters that the early history of the United States shows that discriminating taxes are a successful means of upbuilding an American merchant marine finds no warrant in the facts or discussions of the period. On the contrary, the United States adopted discriminating duties at the beginning of government expressly as a matter of reprisal for discriminations made against American vessels in foreign ports, and the policy was given up as soon as it had been effective in putting an end to those discriminations. The words



of Representative Benjamin Goodhue, of Massachusetts, father of the navigation laws, less than three weeks after the First Congress began business, are conclusive on this point (*Annals of Congress*, vol. 1, p. 184, April 21, 1789):

Mr. GOODHUE. There would be no occasion to lay additional duties on ships owned by foreigners if our own vessels were not subjected to charges in foreign ports over and above what the natives pay. It is the operation of this unequal burthen that renders it necessary for us to discriminate.

#### SUBSIDIES AND MAIL COMPENSATION.

In the report of the Bureau last year thirty pages were devoted to the subject of cash payments from Government treasuries to the merchant marine of the United States, Great Britain, Germany, Norway and Sweden, France, Italy, Austria-Hungary, and the Dominion of Canada, and to their respective laws concerning subsidies and bounties to navigation and shipbuilding, ocean-mail payments, reserve cruisers, and naval reserves. It was shown that barely 3 per cent of British shipping and less than 4 per cent of German shipping receive Government aid, while the great majority of French and Italian navigation is subsidized. As there have been no material changes in the fiscal relations of these Governments to their shipping during the year, it has not appeared advisable to traverse the ground again, nor is it deemed necessary to consider here the propriety or legality of the bounty system. A well-defined line separates those who hold opposing beliefs upon that subject in this country.

While academic discussion is superfluous, some pages in Appendix F have been devoted to the translation in full of the report of the commission on which the present bounty law of France was framed. Among the members of the commission was M. Félix Faure, now President of France and one of its leading shipowners, and the report quoted was drafted by M. Jules Siegfried, subsequently minister of commerce. The French system provides bounties for both construction and navigation, and has been in operation for fourteen years. Expenditures under it have been greater than any other nation has made for a like purpose. The commission was appointed, when the law had been in operation nine years, to report upon its effects and recommend desirable amendments. The report is the ablest and most complete official document, sustaining from observation the actual workings of a complete subsidy law, known to the Bureau.

It will be noted that the argument for bounties in France rests on three grounds: First, that tariff taxes are imposed on shipbuilding materials, putting French builders at a disadvantage; second, that under the French system of compulsory service of all citizens in the army or navy, the merchant marine serves as a training school and recruiting depot for the navy; third, that the first cost of shipbuilding in France is greater than elsewhere. The report recognizes that labor in French shipyards is paid lower wages than elsewhere, and that the wages of French sailors are lower than the British. Under the French system a half bounty for navigation is also offered to foreign-built vessels under the French flag as a means of securing employment for French sailors and of obtaining a reserve force (as three-fourths of the crew of a French merchant vessel must be French) available to man French war vessels. The French mail steamships of the *Compagnie Générale Transatlantique* and the *Messageries Maritimes* do not receive the navigation bounties, but are paid compensation for carrying the mails, amounting in the aggregate to between \$3,000,000 and



\$4,000,000 annually. The Italian navigation bounty law, it may be added, is framed closely on the lines of the French law. It contains as an additional feature a bounty for every ton of coal imported into Italy by an Italian vessel, the object being to secure cheap coal as a necessity to modern navigation.

The postal subsidy act, passed by Congress in 1891, provides for contracts with American steamships for carrying the ocean mails of the United States at the following rates: Twenty-knot steamships of over 8,000 tons, \$4 a mile; 16-knot steamships of over 5,000 tons, \$2 a mile; 14-knot steamships of over 2,500 tons, \$1 a mile; 12-knot steamships of over 1,500 tons, 67 cents a mile. The chief Government contracts for carrying the transatlantic mails are those of the United States with the International Navigation Company, calling for a weekly trip from New York to Southampton, or annually about 180,000 nautical miles, for which the compensation will be, approximately, \$750,000; of Great Britain with the Cunard and White Star lines, calling for two trips a week from Queenstown to New York, or annually 290,000 nautical miles, for which the compensation in 1894-95 was \$525,000; and of France with the Compagnie Générale Transatlantique, calling for a weekly trip from Havre to New York, or annually 325,000 miles, for which the fixed compensation is \$1,075,000. The Bureau, through the usual channels, is informed by the German Government:

As regards the compensation paid by the German Empire to the various mail steamer lines of the North German Lloyd and the Hamburg-American Packet Company for the carriage of the mails, it is to be remarked that the amount of this compensation is not established at a fixed sum, but is regulated by the existing postal rules and is either according to the weight or the number of letters or packages.

The postal subsidy act of 1891 requires that vessels receiving mail compensation shall be at the disposal of the Government in the event of war, and under its present operations the *St. Louis*, *St. Paul*, *New York*, and *Paris* may at any time be employed by the United States as cruisers or transports. Unlike the British law, our act provides no subvention for this service. The country this year, accordingly, has on the Atlantic, free from cost of maintenance, a fleet of four merchant steamships, aggregating 44,856 gross tons, available for the national defense. The British lines named, besides postal subsidy, receive an annual subvention from the Admiralty of about \$130,000 (*Campania*, £7,500; *Lucania*, £4,375; *Teutonic*, £7,263; *Majestic*, £7,396), in return for which they agree to place their vessels at the disposal of the Government in the event of war. The four vessels named aggregate 45,849 gross tons.

The act of 1891 provides that an increasing percentage of the crews on the American vessels named shall be American citizens. The British law has no similar provision, but the officers and many of the crews of the British vessels named belong to the Royal Naval Reserve and receive annual retainers (able seaman £6) from the Government, which expends in all \$1,000,000 upon its naval reserve forces. The requirement that an increasing percentage of the crews of American transatlantic mail steamships shall be American citizens involves an annual expense for increased wages of about \$60,000 a year at the present time, at the end of five years amounting annually to about \$120,000, which must be paid by the contracting corporation. The officers and crews of the British mail steamers named, on the other hand, receive from the naval reserve funds about \$25,000 annually. The payments of the United States and Great Britain for ocean mail service during the last fiscal year may be found in Appendix N.



## REPORTS OF SHIPPING COMMISSIONERS.

The reports of United States shipping commissioners show that during the year there were 57,501 shipments of seamen, 25,234 reshipments, and 35,758 discharges, making a total of 118,493 times when services were rendered to masters and seamen by the commissioners. For the previous year 34,904 discharges and 71,400 shipments and reshipments combined, in all 106,304 times when services were rendered, were reported. The business of the offices shows an apparent increase of 12,000 calls upon the commissioners for services. The expenses for the year were \$61,511.70 compared with \$59,934.72 for the previous year, an increase of less than \$1,600, and far below the increase in the extent of services rendered. The average cost of services per man this year was 52 cents, as compared with 56 for the previous year.

The number of men discharged and paid off before commissioners at the end of deep-sea voyages was 30,899, compared with 28,504 for the previous year, the New York office showing an increase of nearly 3,000. These figures, of course, as do all the figures of shipment and discharge, cover the repeated voyages of many seamen who are shipped and discharged several times during the year. The number of discharges from coasting voyages was 4,859 compared with 6,400 for the previous year. The increase in discharges from foreign trade is due chiefly to the increase in the number of crews shipped by the American Line out of New York. The number of crews and parts of crews shipped this year in the foreign trade was 1,870, compared with 1,930 last year, but the number of men was greater than during the previous year owing to the increase in the crews shipped in this country on our transatlantic steamship line. The number of crews and parts of crews shipped for the coasting trade was 8,400, compared with 8,867. Shipment before a commissioner is compulsory in the foreign trade, and voluntary in the coasting trade.

The office of commissioner was abolished at Charleston, S. C., and Astoria, Oreg., as the business at those ports did not seem to warrant its continuance, and the collectors of customs, who act at ports where there are no commissioners, should be fully able to discharge any necessary duties of shipping commissioners. A new office was established at Brunswick, Ga. The offices showing considerable increases in business over the previous year were New York, Boston, Philadelphia, and Providence, while the only office showing a considerable decrease was San Francisco.

The reports show that the American element among our merchant seamen steadily declines. The returns of nativity cover 76,990 shipments, compared with 71,237 for the previous year. The shipment of Americans reported has fallen from 22,143 in 1893-94 to 21,881 for the last year, while the shipments of Scandinavians has increased from 21,996 to 24,182. Even more striking is the fact that the Scandinavians shipping at the four ports of Maine where offices are established exceeded the Americans, there being 3,076 shipments of the former compared with 2,962 of the latter, while out of Boston the shipments of Americans numbered only 469 of a total of 9,414, of which 5,310 were of Scandinavians. These facts are a more eloquent plea to Congress than rhetoric can offer for a thorough effort to bring our shipping laws at least abreast of those of our rivals. Doubtless even under improved legislation and administration our industrial conditions will continue to draw Americans away from the sea, but that is the more reason why the repellent force of outgrown laws should be removed.



In the last annual report it was stated that the Bureau would submit to your judgment in time for consideration by the next Congress a plan for the improvement of our methods of shipping seamen. The plan proposes: First, full governmental control of and responsibility for the shipping commissioners' offices, carrying with it the intention that these offices shall be, as designed, employment agencies for seamen; second, changes in the laws relative to allotment of wages, which now practically reduce the actual pay of the seaman to about half of his nominal wages and keep him perpetually in debt; third, the abolition of imprisonment of the seaman in the common jails in the United States for breach of civil contract. These three propositions have been reduced to forms in which they may be enacted into law, if they meet the approval of Congress and the President of the United States, and the argument for them is set forth in some detail in the following pages.

#### SHIPMENT OF SEAMEN.

The laws in regard to the shipment of seamen and the methods of enforcing them are in need of improvement, for they fail at essential points to accomplish the results for which they were devised. The change in the law need not be considerable, but it appears to be indispensable to improvement in the methods of enforcing the law, and it is urged that Congress be asked to give the subject careful consideration.

The office of shipping commissioner was created, according to section 4508, Revised Statutes, "to afford facilities for engaging seamen by keeping a register of their names and characters" and "to superintend their engagement and discharge in the manner provided by law." In theory the office of the shipping commissioner is an employment agency, the place where the master needing a crew and the seaman seeking a berth meet and make their contracts under the supervision of an officer of the Government, appointed for the protection of the seaman. The commissioner is the officer expected to find a crew for the master seeking one or to find a berth for the seaman who wishes to get a ship. On this theory the Government pays the shipping commissioner \$2 for each seaman shipped on a foreign voyage, \$1 for each seaman shipped on a coasting voyage, and 50 and 25 cents, respectively, for discharges in those trades. The theory and the practice are almost identical in Great Britain, whence our system was derived. In the United States the theory and practice in most instances bear no recognizable likeness to each other. The office of the shipping commissioner very often is the place of last resort of master and seaman when nothing remains of shipment but the official approval of a contract already drawn.

The practice of the master of a vessel requiring a crew in the United States appears to be to follow one of two courses. He visits the sailors' boarding houses, saloons, or other resorts, and there either picks out his men, the proprietor undertaking to render them before the commissioner to sign the shipping articles and then to render them on board ship, or he bargains with a private agent or shipping master to procure for him a crew. Either of these courses obviously would be unnecessary if the offices of the shipping commissioners were, as they are designed to be, places to facilitate the engagement of seamen. The interposition of the middleman is a direct tax upon our merchant marine from which our chief maritime rival, Great Britain, has almost wholly rid herself of late years. Private parties, proprietors of boarding houses and saloons, do not supply sailors to ships without being well paid by the master, the owner, or the seaman himself for a service which the Government undertakes to perform without payment from any of the three. No investigation is needed to establish this point.



It is not, however, so clear who of the three does pay the middleman. Probably in different cases the burden falls differently on the master, owner, or seaman, but such information as it has been possible to elicit in the time and with the opportunities afforded for inquiry strongly points to the belief that in most cases, especially on sailing vessels, the shipping master's fee is taken, through various devices, from the wages which the sailor earns. It is not the ordinary practice of the American seaman to visit the shipping commissioner's office to ascertain if any opportunities for employment are open. He puts himself into the hands of the boarding-house keeper and relies upon him to secure him a berth after his money is used up and he is in debt to a greater or less degree.

In our large seaports the boarding-house keepers are strongly organized, and so complete has their grasp upon the shipment of seamen become that in some instances their union has forced the managers of sailors' homes, established by philanthropists, to join the union and conform to its practices. In at least one instance the boarding-house keepers' association has successfully prevented a shipping commissioner from discharging his duty. The San Francisco shipping commissioner reports:

I stated to you, in a letter dated October 2, that the master of the ship *Conqueror* asked that this office furnish him with a crew. For several days I posted notices accordingly along the water front and about this building, and it was generally known among the seamen in port that a crew was wanted. However, at the appointed time only eight men presented themselves. The master refused to ship any man unless he could ship the whole crew, and he immediately gave an order to McCarthy [a shipping master] to supply him with a crew. The boarding-house masters openly declared they would prevent my getting a crew for this vessel, and they had pickets about this building and on the water front to stop men from coming to this office, by circulating the false report that the vessel would not sign that day. I could have contradicted this report in a few hours and no doubt have obtained a crew if the master had given me a little time, which he declined to do. I do not believe he acted in good faith when he gave his order at this office, and it was understood between him and McCarthy that if the men were kept away McCarthy should supply the crew. The masters of deep-water vessels were rejoiced at my inability to furnish this crew. I have not had an order since.

The shipping masters, as they call themselves, or crimps, as they are called by the seamen, have also organizations at the chief seaports, designed to secure, in conjunction with the boarding-house keepers, a monopoly of the business of shipping seamen. The offices of these shipping masters in New York are usually in the rear rooms of liquor saloons or adjoin such places. This joint control of the shipment of seamen by the combination of boarding-house keepers and shipping masters is an evil of long standing in this country, and can be eradicated only by the firm and persistent execution of more rigorous laws than those now on the books. It is believed that the measures proposed will be of great assistance in the effort to eradicate those evils.

These considerations, it is quite well understood, are neither generally unknown nor new, but if the injury the conditions do to the American merchant marine can be even partially diminished by legislation, such legislation, it is believed, will receive the early and favorable consideration of Congress.

The first step necessary to the improvement in the methods of shipping seamen is to provide the shipping commissioners with offices in which masters and seamen may be actually brought together. Section 4507, Revised Statutes, provides:

Every shipping commissioner shall lease, rent, or procure, at his own cost, suitable premises for the transaction of business and for the preservation of the books and other documents connected therewith; and the premises shall be styled the shipping commissioner's office.



The shipping commissioners thus are almost the only officers of the Government left by the Government without accommodations, though absolutely requiring for the proper discharge of their functions rooms large enough at times to hold considerable bodies of men and necessarily open early and late. The salaries of the commissioners are not large, 13 of the 21 receiving under \$1,500, and the officer can not justly be criticised for reluctance to spend a considerable portion of this sum for rent, light, heat, and accommodations for sailors.

Section 1 of the act of June 19, 1886, by abolishing shipping commissioners' fees, gave the commissioners the right to occupy offices in the custom-houses, post-offices, and other Federal buildings wherever there were unoccupied rooms available, but at present only four out of twenty-one commissioners have been thus provided for. The commissioner at Savannah is established in the custom-house; at Baltimore in the old post-office building, and at San Francisco in the appraiser's building. One of the several steps taken by the present shipping commissioner at New York for the considerable improvement of the service was to secure the transfer of the office to the barge office on the Battery, the usual resort of the city's maritime population. The Bureau is now endeavoring to secure proper accommodations in the Federal building for the commissioner at Port Townsend.

At the remaining sixteen ports the Federal buildings are already fully occupied or are remote from shipping, and are not available for commissioners' offices, and it is necessary for the commissioners to pay out of their salaries rent for the office they occupy. The law thus makes a distinction in the treatment of commissioners, affording offices free of rent in Government buildings to some, while compelling others to pay rent. This distinction, established by the two laws quoted and by the nature and condition of the public buildings, can be readily removed by the amendment of section 4507, Revised Statutes. The law, also, has been construed to impose upon all commissioners, whether in public or private buildings, the burden of furnishing their offices and meeting the minor expenses of maintenance, which in the case of other officers of the Government are paid from the Treasury.

It is proposed that section 4507, Revised Statutes, be practically repealed and a new section of the same number be enacted, based on the belief that all shipping commissioners were made paid officers of the Government by the act of June 19, 1886, and are entitled to the same treatment as other officers. It is proposed that the section shall read:

SECTION 4507. The Secretary of the Treasury shall assign in public buildings, or otherwise procure suitable offices and rooms for the shipment and discharge of seamen to be known as shipping commissioners' offices, and shall procure furniture, stationery, printing, and other requisites for the transaction of the business of such offices.

This amendment has been incorporated as section 1 of bill L, in "Proposed legislation."

The change in the law proposed will remedy the situation created since the abolition of shipping commissioners' fees in 1886. Section 27 of the act of June 26, 1884, provided:

All fees of shipping commissioners shall be paid into the Treasury of the United States and shall constitute a fund which shall be used under the direction of the Secretary of the Treasury to pay the compensation of said commissioners and their clerks and such other expenses as he may find necessary to ensure the proper administration of their duties.



By the act of June 19, 1886, these fees were abolished, and the fund for the maintenance of the shipping commissioners' offices came to an end. The salaries of the commissioners and their clerks as fixed by the Secretary of the Treasury are paid as other salaries are, but the Department has ruled that there is no appropriation or authority for the payment of rent and other expenses incidental to the proper administration of their duties. The ruling of the Department was disputed by the shipping commissioner at New York, and on April 6, 1893, the circuit judge of the United States for the southern district of New York decided against the ruling of the Department and in favor of the commissioner, awarding him a judgment of \$4,033.71. The Government took an appeal from this decision, and in April, 1894, the United States circuit court of appeals affirmed the judgment of the lower court. The circuit court of appeals held, in a decision to be found in Appendix A, that the act of 1886 does not "necessarily imply any intention to impose the burden of maintaining suitable premises for the transaction of the public business which he, the shipping commissioner, is expressly required to procure (section 4507, United States Revised Statutes) upon him instead of upon the Government which requires it to be maintained and which had assumed the obligation of maintaining it and paying the necessary expense thereof under the acts of 1872 and 1884." The case was appealed to the Supreme Court, where it now awaits argument.

The enactment by Congress of the amendment to section 4507, Revised Statutes, proposed is earnestly recommended to remove the doubt concerning the law which now exists, to secure just treatment of public officers, and, above all, as a necessary measure for the general improvement of our seamen.

The cost for salaries of commissioners and clerks last year was \$61,511.70. The number of shipments, reshipments, and discharges was 118,493, so that the average cost per man was only 52 cents. On the basis of the old fee system the commissioners would have turned into the Treasury a balance of \$27,187.

An estimate of the cost of the assumption by the Government of the expenses of the shipping commissioners' offices has been made, based on estimates furnished by the commissioners in response to the request of the Bureau. The details of these estimates may be found in Appendix A. The estimate shows that the first cost of furnishing and equipping the offices would be \$5,650, the annual rent would be \$5,900, and the annual cost of maintenance, exclusive of rent, \$5,350. Taking \$6,000 as a fair approximation of the cost of each item, an appropriation of \$18,000 will be needed the first year, and thereafter an annual appropriation of \$12,000 to carry out the proposed plan. It is recommended that the appropriation of \$18,000 be included in the estimates of the Secretary of the Treasury submitted to Congress.

No delusions are cherished that the simple enactment of these propositions will end the impositions put upon seamen under the present system of shipment, or that our service will at once become as thorough as the British system, from which the crimp has been almost wholly eliminated. It is understood that those on shore who find the chance under the present system to secure a large part of the seaman's wages before they have been earned will continue to place obstacles in the way of the engagement of crews at the offices of shipping commissioners. Present customs and abuses, from which the character of our merchant seamen has suffered, it is not supposed can be uprooted by a few lines of law.



This much, however, the proposition, if enacted, will accomplish. It will strengthen the shipping commissioners and enable them to notify masters that there is a place other than the boarding house or saloon where the men to make up a crew can be found. It will enable them to notify seamen that the Government has provided rooms where, under Government protection, they can seek employment and make contracts without the interposition of outside parties interested in securing directly or indirectly a fee from master or seamen or both. Statements from shipping commissioners in reply to inquiries upon this subject by the Bureau may be found in Appendix A.

#### ALLOTMENT NOTES.

By the act of June 26, 1884, section 10, Congress made it unlawful in any case to pay any seaman wages before leaving the port at which he may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person. The penalty for the violation of this law is a fine of four times the amount of wages so advanced and imprisonment of the person paying advance wages for a period not exceeding six months, at the discretion of the court.

This provision of law is one of the most liberal and humane of our statutes for the protection of seamen. It has brought our law upon the subject up to the advanced point to which Mr. Plimsoll, Lord Brassey, and others interested in the British mercantile marine sought, without complete success as yet, to bring the British law. Under the British law the shipping articles may contain a stipulation for payment to or on account of the seaman, conditionally on his going to sea in pursuance of the agreement, of a sum not exceeding the amount of one month's wages. The limitation of the advance note to one month's wages was the result of agitation and the inquiry of a committee of Liverpool merchants, comprising Messrs. Allan, Forwood, Ismay, MacIvar, Williamson, Ballantine, and others well known to the shipping world. In their report the committee said:

We think the advance note is one great cause of the deterioration of our seamen; without it the crimp's occupation would be gone; there would be no inducement for him to get worthless scamps to sign articles. He now ships these men for the advance notes alone, and the man gets little or no benefit from it. To the sailor by profession the want of an advance note would be no hardship; he would be free from the competition of these worthless fellows. Without the advance note, a better average of men would be kept up, and the objections now existing with the parents of decent boys who have a taste for the sea against their entering that profession would be removed, or, at any rate, modified.

In 1884 Congress, by the same act, provided that it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother, or other relative, but to no other person or corporation. False claim to this relationship was made punishable by a fine of not exceeding \$500 or imprisonment not exceeding six months, at the discretion of the court. This form of allotment is in use in Great Britain, where the sum to be allotted, however, may not exceed one-half the wages.

It is a matter for profound regret that the law concerning allotments and advances of wages as passed in 1884 was not allowed a fair trial. It undertook to accomplish very much, to abolish the crimping system, prevent the spoliation and encourage the providence and independence of the American seaman. Such an attempt was certain to encounter the determined opposition of those who had profited by the abuses under the old system. The obvious way to attack the new law and render it objectionable to the owners and masters of vessels was for the boarding-house keepers, shipping masters, and crimps to throw obstacles in the



way of the shipment of crews and thus delay the clearance of vessels. It is not disputed that so sweeping an act as that of 1884 would necessarily have caused some temporary inconvenience to owners, masters, and to seamen themselves, accustomed to a different order of things, from the better order which the new act sought to establish.

Doubtless there were instances where commerce was unavoidably impeded by it, but all these difficulties would have disappeared with time for adjustment to the new law. The secret spring of the persistent attack upon the act of 1884, it is believed, was to be found in those who made profit out of the seaman under the old order, and, to secure its restoration, set about to make the new order objectionable to owners and masters. Great Britain twenty years ago underwent a similar experience, and Lord Brassey is authority for the statement:

The promoters of mass meetings to protest against the abolition of the advance note are not the chosen and trusted representatives of the seamen, but the crimps, who alone make profit by this evil custom.

Congress was induced within two years to amend the act of 1884, and by section 3 of the act of June 19, 1886, a seaman may now stipulate for an allotment of any portion of the wages which he may earn "to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement, not exceeding ten dollars per month for each month of the time usually required for the voyage for which the seaman has shipped, under such regulations as the Secretary of the Treasury may prescribe." This amendment has virtually revived all the abuses possible under the old system of advance wages.

The form of an allotment note to an original creditor is as follows:

VALID ONLY ON COMPLIANCE WITH THE LAW.

NOTE.  
[Write "original" or "duplicate."]

| INSTALLMENTS PAYABLE.                                                                                                                                          |                  |         | SEAMAN'S ALLOTMENT NOTE TO ORIGINAL CREDITOR.                                                                                                                                                                                                                                                                                  |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| No.                                                                                                                                                            | Date of payment. | Amount. | Name of vessel _____.                                                                                                                                                                                                                                                                                                          | Now bound to _____. |
| 1                                                                                                                                                              | .....            | .....   |                                                                                                                                                                                                                                                                                                                                |                     |
| 2                                                                                                                                                              | .....            | .....   |                                                                                                                                                                                                                                                                                                                                |                     |
| 3                                                                                                                                                              | .....            | .....   |                                                                                                                                                                                                                                                                                                                                |                     |
| 4                                                                                                                                                              | .....            | .....   |                                                                                                                                                                                                                                                                                                                                |                     |
| Port of _____,<br>_____, 18 ____ .<br>Accepted: _____<br>Payable at _____ .                                                                                    |                  |         | \$ _____ Port of _____,<br>_____, 18 ____ .<br>To _____<br>No. _____<br>From the wages of _____, engaged to serve as _____<br>_____ on the ship and voyage named, pay to _____ the<br>aggregate sum of _____ dollars in _____ installments,<br>as specified in the margin.<br>_____, <i>Seaman</i> .<br>_____, <i>Master</i> . |                     |
| The stipulation for this allotment<br>has been inserted in the articles. (R.<br>S., 4531.)<br>_____,<br><i>U. S. Shipping Commissioner.</i><br>*Payer to sign. |                  |         | To be signed in duplicate—one copy to be filed with U. S.<br>Shipping Commissioner.                                                                                                                                                                                                                                            |                     |

On the reverse is the following declaration:

[Act of June 19, 1886.]

The undersigned hereby declares that he is the original creditor of the seaman who has made the within allotment note; that said seaman is justly indebted to him in the amount thereof for board or clothing; that the within allotment is to cover such indebtedness; that said indebtedness was contracted prior to said seaman's engagement for the voyage therein named; and that no part of said indebtedness was for money paid to said seaman or other person.

(This space reserved for receipts of cash installments.)



This declaration is not worth the paper it is printed on as a means of preventing fraud upon the seaman, unless accompanied by an adequate penalty. The penalty prescribed by the act of 1884 for the false claim of relationship is a fine of not exceeding \$500, or imprisonment not exceeding six months, at the discretion of the court. The same penalty should be prescribed for an attempted fraud under this form of allotment note, and should Congress be unwilling to make the changes in the law relating to allotments which are recommended on later pages it is trusted that this omission, at all events, will be supplied. The Department's power of regulation is almost nullified by its absence.

Evidently all that is required to perpetrate fraud under the allotment law of 1886 is the signature on the back of the allotment note of the man who is to profit by the fraud and the signature of the seaman on its face. These allotments are almost invariably made out in favor of boarding-house keepers. The number of allotment notes issued last year to original creditors was 15,503 and to relatives 732. While it is quite well recognized that there are exceptions to every rule, the rule will not be gainsaid that the boarding-house keeper desires to make as much out of the sailor as possible. Even granting that all his charges are just—and such frequently is not the case—his object will be to keep the sailor in his house up to the extreme limit of his power to pay. His object then will be to get rid of him on any terms he can obtain for the seaman which will secure the money legitimately or illegitimately due to him from the seaman. The signature of the boarding house keeper will be attached to the allotment note in most cases up to any amount which he believes will fall within the money limit fixed by law.

If the seaman were in fact fully capable of entering into a contract his adequate protection would rest with himself. He need not sign an allotment note which he well knew did not stand for the "liquidation of a just debt for board or clothing which he had contracted prior to engagement." But the whole theory of maritime law, not only of the United States but of all other maritime powers, is that the seaman is the nation's ward, incapable, without the advice and protection of Government, of entering into contracts. The theory doubtless corresponds to an historical and present fact. It was directly stated in the familiar decision of Mr. Justice Story, of the Supreme Court, concerning seamen:

Although not technically incapable of entering into a valid contract, they are treated in the same manner as courts of equity are accustomed to treat young heirs. The most rigid scrutiny is instituted into the terms of every contract in which they engage. If there is any undue inequality in the terms, any disproportion in the bargain, any sacrifice of rights on one side which is not compensated by extraordinary benefits on the other, the judicial interpretation of the transaction is that the bargain is unjust and unreasonable and advantage has been taken of the situation of the weaker party, and that pro tanto the bargain ought to be set aside.

While the assertion does not admit of direct proof, and possibly should be barred from an official report, I am personally convinced that a very great number of allotment notes under the amendment of 1886 are not valid claims against seamen, but are indirect means of extorting from them the advances given before 1884. All the inducements to the perpetration of old abuses under the advance-wages system still exist, and all that those who desire the revival of those abuses now need accomplish to make personal gain is to secure the signature of the "weaker party" to the allotment note. While seeming to give the Secretary of the Treasury power of regulation, the law actually permits the seaman to sign away, before they are earned, his wages up to the amount of \$10 a month. Reference to the rates of wages paid to seamen in this



country last year, printed in Appendix B, will show that in many instances this involved a sacrifice of more than half the wages actually earned and of not less than one-third of the highest rate of wages paid to able seamen. Confronted by this fact we have little right to assert that the wages paid to American seamen are much higher than those paid to seamen of other nations, and that for this reason the United States are unable to compete with other nations on the sea.

Of the allotment note to the "original creditor" it may as truly be said as of the British advance note that it "is one great cause of the deterioration of our seamen; without it the crimp's occupation would be gone; there would be no inducement for him to get worthless scamps to sign articles. He now ships these men for the advance note alone, and the man gets little or no benefit from it."

The certain and indisputable effect of the form of the allotment note permitted under the amendment of 1886 is to take away from the seaman a large share of his wages before they are earned and put him heavily into debt at the outset of his voyage. This is true whether the allotment is for an honest board bill during his sojourn on shore or for an entirely dishonest board bill. It will be conceded by all that it is better for the sailor to be at sea than on shore, to be employed than idle, and that it is better for the merchant service that the sailor's sojourn on shore should be as brief as possible. The only exception to this rule is the exception, not frequent nowadays, of the sober, thrifty seaman with a wife and family. The present law encourages the seaman to remain on shore long after his means of supporting himself and the time for him to begin work have gone. By statute law the boarding-house keeper, with the absolute certainty of payment, is advised to keep the sailor on shore for a period which can be computed with some accuracy, according to the trade of any particular port, and the sailor is encouraged to get into debt to that extent instead of going to sea. When the limit of the absolute certainty of payment for board has passed, or as much sooner as there is deemed a probability that the same payment for an illegitimate board bill can be secured, the boarding-house keeper's natural aim is to get an allotment note and put the seaman on a ship.

The seaman is thus in debt to the ship at the outset of the voyage. One strong inducement to good conduct, the earning of full wages, is removed, and for it is substituted an inducement to desertion, his debt to the ship. The conditions of his shipment tend to create an almost continuous state of debt, which carries with it dependence, if not mendicancy, at home and abroad, dissatisfaction and resultant disregard of discipline, to which, it is believed, may justly be charged, in part at least, the disappearance of the American seaman. These evils are perpetuated solely for the purpose of giving the guaranty of the Government to the sailor's boarding-house keeper that his board bills, even if excessive or prolonged to cover an unnecessary period, shall surely be paid. Every other guest of every other kind of hotel expects to leave or to be told to leave when his ability to pay ceases.

The Bureau submits a bill which it is believed will be a considerable improvement upon the present law. That it will meet with the determined opposition of all those who profit by the abuses which it is hoped in part to correct is well assured. The bill is bill G of "Proposed legislation."

The first section of the bill repeats the first part of the law enacted in 1884, now in force, prohibiting all advance wages. It also renders section 4609 of the Revised Statutes applicable to the coasting as well as to the foreign trade. Section 4609 provides that if any person shall



demand or receive pay for providing a seaman with employment he shall be liable to a fine of not over \$100. In both the acts of 1884 and 1886 this section was not included, and its applicability to the coasting trade is open to doubt. Yet it is the most necessary provision of the statutes for the protection of the seaman from the crimp. The acts of 1884 and 1886 fixed a heavy penalty on any person paying another person for securing employment for a seaman. It omitted to fix a penalty upon the person who demands or receives payment. It punished the master, owner, or seaman for employing the crimp, while it failed to provide a penalty for the person against whom the law was presumably aimed. Section 4609 appears general in its terms, and it was doubtless assumed that it was already applicable to the coasting as well as to the foreign trade. Its application to the coasting trade is uncertain. It is useless to attempt to apply in the coasting trade the laws for the protection of seamen unless section 4609 is part of those laws.

The second section enables any seaman to allot any part of his wages to his wife, mother, or other relative. This much was also a part of the act of 1884. It is also provided that a seaman may allot any part of his wages to a savings bank. It may frankly be confessed that a sentimental hope, rather than an assured belief, that the words will be of much practical value has prompted this addition. Great Britain in 1856 established Seamen's Savings Banks, the annual deposits of which have steadily increased up to 1893, when the amount deposited reached \$400,000, and since 1867 has established seamen's money orders, by which the wages transmitted in 78,000 orders last year amounted to about \$2,200,000. When we allow our seamen to sign away to boarding-house keepers half of their wages before they are earned, we are evidently in no condition to enter upon two such considerable undertakings as those successfully prosecuted by our great rival. The endeavor to make a modest beginning can certainly do no injury, and it has within it possibilities of good, remote though they seem. The second section of the bill is necessary legislation, because Congress, by the act of August 18, 1894, abolished all allotments in the coasting trade when shipments are made before a commissioner. It was probably through a natural inadvertence that no exception was made of allotments to a wife, mother, or other relative, as these allotments are seldom made, and the aim of the act was to check abuses growing out of allotments to boarding-house keepers.

By the third section, in trade between the Atlantic and Pacific ports of the United States and in the foreign trade except to the near-by countries of Canada, Newfoundland, Mexico, and the West Indies, the maximum allotment to an original creditor is fixed at one month's wages, which is the maximum limit under the British law. The law of the United States now permits an allotment not to exceed \$10 per month for each month of the voyage, in the discretion of the seaman. Practically the maximum is always allotted.



The following table shows the allotments now authorized and usually given:

*Schedule of voyages for sailing vessels.*

[For steam vessels on foreign voyages the allotment may be one-half of the amount allowed sailing vessels.]

| Number of months. | Allotments or advances not to exceed— |                                                                                                                                                              |
|-------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| $\frac{1}{2}$     | \$5                                   | Coasting voyages, except between the Atlantic and Pacific ports, including voyages from first coasting district to Atlantic ports in the Dominion of Canada. |
| 1                 | 10                                    | Voyages between ports in second and third coasting districts to Atlantic ports in the Dominion of Canada.                                                    |
| $3\frac{1}{2}$    | 35                                    | Between ports on Pacific and Atlantic coasts.                                                                                                                |
| $\frac{1}{2}$     | 5                                     | Between Pacific ports and British Columbia.                                                                                                                  |
| $1\frac{1}{2}$    | 12                                    | Between ports in first and third coasting districts and ports in Europe.                                                                                     |
| $1\frac{1}{2}$    | 15                                    | Between ports in first and third coasting districts and ports on the Mediterranean east of Sicily, and Black Sea.                                            |
| 2                 | 20                                    | Between ports in second coasting district and ports in Europe.                                                                                               |
| 4                 | 40                                    | Between ports on Pacific coast and ports in Europe.                                                                                                          |
| $1\frac{1}{2}$    | 15                                    | Between ports on Pacific coast and ports in Sandwich Islands.                                                                                                |
| $2\frac{1}{2}$    | 20                                    | Between ports on Pacific coast and ports in New Zealand, Tabiti, Australia, etc.                                                                             |
| 3                 | 30                                    | Between ports on Pacific coast and ports in China, Philippine Islands, Java, etc.                                                                            |
| $3\frac{1}{2}$    | 35                                    | Between ports on Pacific coast and Mauritius, Calcutta, and Bombay.                                                                                          |
| $1\frac{1}{2}$    | 15                                    | Between ports on Atlantic or Gulf coasts and north and west African ports down to and including Cape of Good Hope and adjacent islands.                      |
| $1\frac{1}{2}$    | 12                                    | Between ports on Atlantic or Gulf coasts and West Indies and Central America.                                                                                |
| 3                 | 30                                    | Between ports on Atlantic or Gulf coasts and east coast of Africa, Mauritius, and Madagascar.                                                                |
| $3\frac{1}{2}$    | 35                                    | Between ports on Atlantic or Gulf coasts and East Indies, including Singapore and Java.                                                                      |
| 4                 | 40                                    | Between ports on Atlantic or Gulf coasts and China and Japan and Philippine Islands.                                                                         |
| 3                 | 30                                    | Between ports on Atlantic or Gulf coasts and Australia and New Zealand.                                                                                      |
| 3                 | 30                                    | Between ports on Atlantic or Gulf coasts and ports on east coast of South America.                                                                           |
| $3\frac{1}{2}$    | 35                                    | Between ports on Atlantic or Gulf coasts and ports on west coast of South America, Central America, and Mexico.                                              |
| 1                 | 10                                    | Between ports in first and third coasting districts and Mexico.                                                                                              |
| $\frac{1}{2}$     | 5                                     | Between ports in second coasting district and Mexico.                                                                                                        |

The bill proposed retains allotments in a modified form for long foreign voyages as a concession of belief to the practical attainment of an improved order of things. For the same reason the third section is somewhat elastic. The act of 1884 attempted to accomplish a sweeping reform at one stroke, and thus aroused genuine and reasonable as well as selfish and unreasonable opposition under which it soon broke down.

The present law offers an inducement for the deep-sea sailor to stay ashore in idleness until he has run into debt to the amount of thirty or forty dollars, while under the proposed section the debt payable out of wages yet to be earned will not exceed \$20. Whatever be the length of the voyage, all his wages after the first month under the proposed section will be the sailor's own. Under the present law, whatever the length of the voyage, half of the sailor's wages have already been paid to the boarding-house keeper, and the sailor is working for half pay. Below the maximum allotment of one month's wages it is proposed to allow the Department some latitude in fixing allotments. Through a discreet exercise of the power proposed to be bestowed it is believed that much can be accomplished toward adapting the law to differing conditions at different ports and thus avoiding some of the real obstacles in the way of the enforcement of the act of 1884.

Section 4 of the draft submitted proposes to abolish all allotments to boarding-house keepers by seamen engaged in the coasting trade or in trade with near-by foreign ports. By the act of February 18, 1895,



Congress abolished allotments of every description by seamen in the coasting trade or in trade with near-by foreign countries when the seaman is shipped before a commissioner. That act provided that the eighth item of section 4511, Revised Statutes, requiring the shipping articles to contain "any stipulations in reference to allotment of wages or other matters not contrary to law," should not apply to shipment in the coasting trade before a commissioner. Section 4532, Revised Statutes, prescribes that any advance security must be given to the seaman in the presence of a commissioner.

This section, however, applies only to the foreign trade, and the failure to apply it, with other sections, to the coasting trade in the act of February 18, 1895, has created an anomalous condition of affairs which ought not to continue. The allotment note in the coasting trade, by the act of 1895, is forbidden when the shipment is before a commissioner, but permitted when the shipment is not before the commissioner. The Bureau could not assume that the omission of section 4532 from the act of 1895 was accidental, and it has endeavored to meet the condition by requiring when seamen, who do not ship before commissioners, make allotments that the allotment notes must at least be signed by the commissioner. This is only a small measure of protection to the seaman, but it appears to be all for which there is any authority in law. Unless this omission is corrected those who profit by the allotment system, it may be assumed, will cease shipping men before commissioners in the coasting trade, and to that extent will thwart the purposes for which commissioners have been established. Section 4 of the bill proposed corrects this omission by establishing a uniform law concerning allotments in the coasting trade.

Foreign-going vessels, by section 11 of the act of June 26, 1884, amended by section 13 of the act of June 19, 1886, are required to carry clothing, boots, etc., to be sold to the crew, when needed, at a profit of not over 10 per cent above wholesale prices. Coasting vessels are not required to carry slops, and in most cases such a requirement for short voyages would be a useless burden upon the owner. The seaman shipping on a coasting voyage must thus come aboard supplied with clothing, and an allotment for that purpose appears necessary. It was not provided for in the act of February 18, 1895. Such an allotment note will not permit of abuse, as the commissioner can, if necessary, require the seaman to produce his bag or box and thus ascertain that the supplies have been actually furnished. The maximum limit of allotment for this purpose is fixed at \$10 by section 4 of the bill proposed, with discretionary power in the Department to meet special conditions by regulation.

Objection has been raised to the abolition of the allotment note on the ground that without it shipwrecked seamen must become public charges or tramps. Such instances are not frequent, and the objection has been removed by providing in section 5 that allotments may be made by shipwrecked seamen to cover necessary living and transportation expenses until they can secure a berth, the shipping commissioner to certify that the allotment is reasonable.

Section 6 is a reaffirmation of the present law and regulations requiring allotment notes to be signed by commissioners, with a more specific direction to those officers to check abuses than is now contained in the law. In it has also been incorporated the provisions of section 4531 of the Revised Statutes, chiefly in order that the provisions of law relating to advances and allotments may be combined into one act.



The seventh section forbids allotments except in accord with the provisions of the proposed act, reenacts the present penalty for a false claim of relationship, and for reasons already assigned fixes the same penalty for a false claim to be an original creditor or for a claim for a bogus debt.

The eighth and ninth sections reenact provisions of the act of 1884, as amended in 1886, subjecting foreign vessels in the United States to the same law, and exempting whaling vessels, for obvious reasons. The tenth section gives the power to make needed minor regulations, the eleventh section specifically repeals the laws for which this bill is proposed as a substitute, and the twelfth section allows one month to intervene between the enactment and enforcement of the measure, in order to give notice to interested parties and to prepare the necessary blanks.

To sum up the salient changes proposed, this bill will permit allotments to relatives by seamen shipping in the coasting trade before commissioners, which is now forbidden by the act of February 18, 1895. It limits allotments in the foreign trade to boarding-house keepers to one month's wages, instead of to half or more than half of all the sailor can earn during the whole voyage, as is the practice under the act of 1886. It prohibits allotments to boarding-house keepers by seamen in the coasting trade, when they do not ship before a commissioner as well as when they do. It permits allotments for clothing by seamen shipping in the coasting trade before a commissioner, which are prohibited by the act of February 18, 1895, and it provides the same penalty for a bogus claim to be an original creditor as is already provided for a bogus claim to be a relative.

It is believed that the enactment of the bill will do very much toward removing abuses of which American seamen have long complained and from which the seamen of foreign nations have been freed in part by better legislation and better administration than we have provided. Under the bill it is believed that a much larger part of the sailor's wages will go into his pocket than ever reach there now. The money may not stay there longer, but the theory of our law requires that it should at least be put there, where it belongs. It will remove the burden of debt which now rests on the sailor throughout a long voyage, and thus remove one incentive to desertion and misconduct, and establish an incentive to honest work, frugality, and self-reliance. The bill has been drafted to meet reasonable objections, in view of the experience of the act of 1884 and its subsequent amendment. It will not meet the objections of those who in one form or another contrive to win away from the American seaman more than half his wages before they are earned. It is not experimental, for in its principal new phases it is in successful operation by the largest maritime power of the world or in partial and thus far necessarily defective operation in the United States.

The practical working of the present law is shown by this statement of the shipping commissioner at New York, before whom were shipped and discharged nearly one-third of all the seamen who came before shipping commissioners last year:

A portion of the money acquired by the giving of these allotment notes is said to go to shipping agents, who contract with the owners, agents, or captains of vessels to furnish them crews. This is called among the sailors "blood money." These shipping agents appear to work in company with the keepers of the sailors' boarding houses. Captains and sailors alike say that a sailor who does not go to a sailors' boarding house as soon as he gets ashore can not get another ship. The shipping agents will not give him a chance. On the other hand, these same boarding-house



keepers complain once in a while, in moments of temporary indignation, that the shipping agents will not take any men out of their houses unless they pay "blood money." Between them is appropriated the amount of the allotment note, and the sailor goes to sea with a good share of his wages used up.

The shipping commissioner at San Francisco gives the following instructive testimony concerning the operations of the present law:

It is currently reported, and I have no doubt it is true, that masters of sailing vessels demand and receive from sailor boarding-house masters a bonus for each seaman supplied, and of course this bonus is charged to the seaman. But how is this to be established, as the only one who can supply the evidence is the seaman himself, and he invariably denies that he has paid for the privilege of shipping? The manner in which a master obtains his crew at present is to come to this office and give an order for his complement of men in the book entitled "Masters' order for seamen, etc." He then at once gives another order, in these terms: "I hereby authorize ——— to furnish the crew of ——— and present them for shipment to the United States shipping commissioner," signed by the master. The master rarely appears again until he comes to the office to get his articles to clear at the custom-house. He may not have seen a single man that has been shipped until the crew is mustered on the eve of the vessel's departure.

Now, the master of the vessel receives from the shipping master so much a man, and the shipping master charges the seaman so much for supplying him with a berth, the price varying according to the demand for seamen. The rate at present is supposed to be \$7.50 per man. We impress upon each seaman, as he signs the articles, that it is a violation of the law for anyone to demand money of him for the privilege of shipping, and if any person has demanded money of him, and he will produce such person, that he will be punished according to law. He declares that he has paid no one any money for his berth. We then ask what his allotment note is for. He replies "Board and lodging and clothing." The men are well coached, for they never falter in their answers. The seamen make this denial through fear of their landlords, for they are given to understand that if they inform upon them they will be marked men and turned into the street to starve. I have also heard that they make some of the men believe that by paying this bonus they (the seamen) are the guilty parties, and if it be discovered they will be put in jail.

The boarding-house masters say they would like to see the bonus system broken up as a matter of self-interest, because they often find when they come to settle with the sailors that the allotment note is not sufficient to cover their bills when they have to allow a bonus to the master of the vessel and the shipping master. If the boarding-house master would refuse to supply sailors except through this office such action would break up the bonus system.

There are boarding-house masters who rob the sailors, but there are others who treat them decently. These men do give the sailor something for his money in the way of board and clothing. I know this to be a fact, because the crew of every deep-water vessel is mustered before she sails. My deputy inquires of each man as his name is called if he has been supplied by his boarding-house master with what he needed. At times they reply that they have not received what was agreed upon. The deputy then sends for the boarding-house master and compels him to furnish what is lacking. The boarding-house masters know that they are liable to be called up in this way, and it rarely occurs now that they ship a man who is not fairly provided with an outfit. The boarding-house masters control the sailors. It is deplorable that this should be the case, but I see no remedy for it as long as the sailor is so improvident, for it is a common thing to pay him off in the morning and by night he will not have enough money to pay for a bed. In this helpless condition he is taken in by the boarding-house master, provided with board and lodging, and when he ships again is given a certain amount of clothing, the boarding master remunerating himself out of the allotment note.

Many persons maintain the allotment note is a curse to the sailor; that if he did not have the assurance of so much credit he would be more careful of his money, abandon his riotous ways, and be independent of the boarding-house master. I am not prepared to say that the abolition of the allotment note would bring about the reformation of the sailor; I doubt it extremely.

The British consul issued a circular two years ago upon the subject of masters of British ships demanding a bonus of from \$5 to \$10 for each seaman supplied, calling their attention to the violation of the law and declaring that he would endeavor to procure evidence of any such act for transmission to the committee of the privy council for trade, London. His circular was utterly ignored, and it is notorious that the British shipmasters continue to demand and receive a bonus. So far as I know no master of a vessel or shipping master has ever been punished at this port for the violation of this law, and as long as they can make money out of the sailor with impunity they will continue to do so.



The objection will be made to the measure proposed that it will render it more difficult to obtain crews, will delay the departure of vessels, and thus hamper commerce. This objection is based on the fact that the allotment note gives the boarding-house keeper and "shipping agent" a direct pecuniary interest in supplying crews. It implies that they can accomplish this work better than commissioners created by Congress for that purpose. Analyzed, it will be found to be an assent to the proposition that a large part of the seaman's wages are to be taken from him and he is to be kept in a state of idleness and dependence or worse because the Government is unable to carry out in practice its theory of protection to seamen, and must abandon the field to those who thrive on the overthrow of that theory.

The New York shipping commissioner states that he is able to supply crews without the intervention of middlemen, and there is no reason to believe that other commissioners are not equally competent to discharge that duty, especially if the improved facilities which are recommended elsewhere in this report shall be granted by Congress.

No considerable difficulty is now experienced in the British mercantile marine offices in supplying crews, and the merchant marine of that country is almost wholly freed from the tax, whether it fall on owner, master, or seaman, involved in the employment of outside parties to supply crews. The commissioners at New York, Boston, and New Orleans, who shipped and discharged half the seamen who came before commissioners last year, report that the partial abolition of the allotment note has operated satisfactorily to all interests concerned. It is conceded that the change from the present to a better system will at first be accompanied by difficulties and possibly occasional delays and mistakes, inseparable from any change, but this consideration ought not to stand in the way when a permanent improvement is to be effected.

The objection may be made that the present law is sufficient and that if wrong is done to the seaman under it the fault rests with the manner of enforcing it, and administration, not the statute, needs correction. Undoubtedly the law as it stands could and should be much better enforced, but it is equally certain that a simpler, more equitable and more consistent statute can be more easily and more surely enforced. It will doubtless prove difficult under the proposed act to prevent the absorption by others of the seaman's wages before they are earned, but the bill will at least lessen the amount of which he can be legally deprived.

Taken with the measure for the improvement of shipping commissioners' offices, this bill will bring our laws upon the shipment of seamen nearly or quite abreast of the laws on the subject which other nations have of late years found it desirable to adopt.

#### IMPRISONMENT OF SEAMEN FOR DESERTION IN THE UNITED STATES.

The laws of the United States convey the impression by the severity of their penalties that the American seaman is less amenable to discipline and more addicted to lawbreaking and reckless disregard of the interests of the owners and masters of vessels than the seamen of other nations. There is no apparent reason for this impression outside that furnished by the laws, and it is not believed that the impression reflects actual facts. It is more probable that the laws themselves are at fault. Many of our statutes relating to navigation were based on British models, beyond which Great Britain has advanced, while the United States remain stationary in reliance upon laws which probably work quite as much harm as good.



The laws concerning the imprisonment of seamen for desertion illustrate the difference in the manner in which the two nations, originally having the same laws, have separated. If an American deserts his vessel for any reason, at home or abroad, he becomes liable to imprisonment in jail for three months and to the forfeiture of all his wages and effects on board. If he is absent without leave he becomes liable to one month's imprisonment and the forfeiture of a stated portion of his wages. Upon apprehension for desertion he is committed to the common jail at his own expense until his vessel is ready to sail, when he may be conveyed on board at the master's request. These laws were enacted in 1790, and at the time were also the laws in force in Great Britain. But that country for the last fourteen years has made a sharp distinction between the penalties inflicted on her recalcitrant seamen at home and abroad. Abroad, they are subject to imprisonment and the full rigor of old laws, while in the United Kingdom imprisonment for desertion has been abolished and the forfeiture of wages and effects is the only penalty inflicted. But while deserters are not put in the common jails in Great Britain, they are subject to apprehension without a warrant by the owner or master, and the police may be invoked to convey them to the ship on which they had contracted to serve. At the same time the seaman who is thus placed under arrest has the right of demanding that he be taken before a magistrate and allowed to state his case. If the court decides in his favor the master or owner responsible for the arrest becomes liable to a penalty of \$100.

It is believed that this system is better for all interests than our system of imprisonment in the jail. It gives to those responsible for the voyage of a vessel the same measure of support from the police authorities which they have under the present system, and imposes no further burden upon them than that of retaining on the vessel the deserter, instead of making him the prisoner of the local authorities. If the object desired is to retain the services of the deserter, it can be more effectively reached by placing him where those services are to be rendered rather than even temporarily in jail. It removes the well-founded objection that imprisonment is an unusual penalty for the violation of a civil contract, and that the sailor should not be singled out for adverse discrimination as compared with other men who work. It is better for the seaman, because, while compelling him to abide by his contract, it does so through the medium of the vessel and his shipmates, instead of through the medium of the jail and its lazy and criminal inmates. It should certainly meet with the favor of local authorities at our maritime ports who are spared the necessity of acting as custodians of truant sailors. Finally, its adoption by the nation with the largest experience in maritime affairs and with the largest interest in the uninterrupted prosecution of commerce is presumption that the measure is practical and an improvement upon former methods.

United States consuls at several of the leading English seaports have obtained the views of owners, masters, and seamen as to the operation of the British law, and it is approved by the majority. The reports of consuls are in Appendix G.

It is well understood that this proposition will meet with opposition both from shipowners and seamen in some instances. Some of the former, looking only at narrow personal interests, will prefer the existing order of things by which local prisons, when applied to, relieve them of the care of deserting seamen, while some of the latter will insist that the seaman should be free to come and go at will. Striking a just balance of all interests, however, the propositions stated are believed to



be more conducive to the successful prosecution of commerce than either the present law or various modifications which have been recently proposed by bill in Congress.

The necessary amendments to sections 4596 and 4598 of the Revised Statutes to carry out these recommendations have been incorporated in bill H. It is provided, in brief, that the penalty for desertion shall be forfeiture of wages and effects, and if the offense is committed in a foreign country imprisonment for not over two months is added. The extreme limit of imprisonment is reduced from three months to two months, because we fix the latter period as the limit during which seamen deserting from foreign vessels may be imprisoned in this country at the request of foreign consuls (Revised Statutes, sec. 5280), and there is no apparent reason why a heavier sentence should be inflicted on American seamen abroad than we impose on foreign seamen in the United States. If the offense is less than desertion the penalty proposed is the present partial forfeiture of wages and, except in the United States, imprisonment for one month. Deserters may be reclaimed with or without the assistance of the police, but shall be conveyed on board instead of committed to jail. Any seaman so apprehended may apply, in accord with section 4599, Revised Statutes, which is made part of the act, to the courts for a hearing, and if the decision is in his favor the master or owner causing the arrest becomes liable to a fine of \$100.

The provisions of the present British law, permitting a seaman in his own country to leave a ship on at least forty-eight hours' notice to the master or owner, has been incorporated as section 3 of the bill. The bill is made applicable to the coastwise as well as to the foreign trade. Its application to the coastwise trade modifies the act of February 18, 1895, in so far as that act removed all restrictions upon desertion in the coasting trade, and allowed the sailor to leave his ship at will, subject to no penalty but the forfeiture of wages and effects, except clothing, on board. The same penalty is provided in the bill proposed, but it has the further provision for rendering the deserter on board his vessel. While the act of February 18, 1895, has worked some desirable reforms, there has been general complaint of the frequency of desertions, the impairment of discipline, and the interruptions of commerce under it. It is believed that the failure to provide against desertion was accidental and will be fully corrected by the measure proposed.

The eighth amendment to the Constitution reads: "Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted." The penalty imposed by section 4558 of the Revised Statutes, enacted in 1790, upon a seaman who refuses to join his vessel after a court of survey has pronounced her seaworthy, comes nearer to this constitutional prohibition than any other section of the Statutes. The section provides in such cases:

It shall be lawful for any justice of the peace to commit, by warrant under his hand and seal, every such seaman who refuses to the common jail of the county, there to remain without bail or mainprise until he has paid double the sum advanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as are allowed by the justice, and inserted in the warrant; and the sureties of such seaman, in case he has given any, shall remain liable for such payment; nor shall any such seaman be discharged upon any writ of habeas corpus or otherwise, for want of any form of commitment, or other previous proceedings, until such sum is paid by him or his surety, if sufficient matter be made to appear, upon the return of such habeas corpus, and an examination then had, to detain him for the causes hereinbefore assigned.



A consideration of all the factors in a situation calling for the enforcement of this law will, it is believed, show that the penalty imposed, imprisonment for an indefinite number of months, is out of all proportion to the offense committed. The law imposes a fine upon a man who is obviously unable to pay any fine, and instead of offering the alternative of imprisonment for a given period, as is usual in the infliction of most penalties for violation of the law, it fixes no limit to the imprisonment except the payment of a penalty never likely to be paid. Advances of wages to seamen have been prohibited, but allotments of wages in advance to relatives or creditors are permitted under certain restrictions. The seaman who has borrowed money from his employer at the outset of a voyage to pay debts or provide for his relatives certainly can not have that money in his possession, much less double that sum which the law exacts. Wages may be due to him, and the forfeiture of such wages is a proper penalty to inflict for desertion. That forfeiture, with the forfeiture of his effects on board, exhausts the seaman's power to pay.

If a seaman is committed to jail under the section under consideration, there seems no possibility of his release unless some charitable person pays the penalty for him or the attention of the courts is brought to an imprisonment extending far beyond a reasonable time. The law is cruel enough to call for legislative correction. The offense is practically desertion, for which our laws fix a penalty of double any sum advanced (Revised Statutes, 4522), but in such cases the seaman is at liberty and has some chance to earn the money to pay the penalty, while imprisoned, of course, he has none. It is suggested that a fairer penalty for the offense would be the forfeiture of effects on board and all wages that may be due the seaman, and, except in the United States, imprisonment for not to exceed three months, in the discretion of the proper court. An amendment to section 4558, embodying this recommendation, may be found in section 4 of bill H.

Even as thus amended our law will be much more rigid than Great Britain has found it necessary to enact in similar cases. While the law of the United States (Revised Statutes, sec. 4556) requires that the request of the first officer and a majority of the crew shall be necessary to the institution of any inquiry into the seaworthiness of a vessel, the British law (merchant shipping act of 1894, paragraph 463) provides that on the request of five seamen, or if the crew consists of less than twenty, on the request of one-fourth of the crew, a survey of seaworthiness shall be made. Again, the British law does not provide for the imprisonment of seamen in Great Britain for desertion or like offenses, but requires that they shall be arrested and placed aboard ship. The amendment proposed to section 4558 is much more just, humane, and fair to all interests than the present law. It imposes the maximum money penalty which can be collected from the seaman who charges unseaworthiness, obtains a survey, and then refuses to abide by the result of the survey. Even this penalty is insufficient to reimburse the master and owner for the delay and expense of an unnecessary survey; but more should not be demanded where it can not be collected. The penalty of imprisonment for three months or less in the discretion of the court is substantially the imprisonment imposed in foreign ports on British seamen for desertion (merchant shipping act of 1894, paragraph 221) which is fixed at twelve weeks, with forfeiture of wages and effects and liability for suit to recover wages he may earn on his return to the United Kingdom.



## ACT OF FEBRUARY 18, 1895.

By section 2 of the act of June 19, 1886, Congress authorized the shipment before shipping commissioners of crews in the coastwise trade and in trade with Canada, Newfoundland, Mexico, and the West Indies. By the act of August 19, 1890, certain sections of the Revised Statutes were made applicable to such shipments. Undoubtedly some of those sections bore with undue severity upon merchant seamen, and at its last session Congress revised the act of August 19, 1890, adding certain other sections of the Revised Statutes to those made applicable to coastwise shipments, and making no longer applicable certain sections, which since 1890 had governed shipments in the coastwise trade before a commissioner. One of the provisions thus repealed, so far as shipment in the coasting trade before a commissioner is concerned, is the seventh item of section 4511, Revised Statutes, which provides that the agreement to be signed by master and seamen shall contain "any regulation as to conduct on board and as to fines, short allowance of provisions, or other lawful punishments for misconduct which may be sanctioned by Congress as proper to be adopted and which the parties agree to adopt." The effect of this repeal has been to strike out of the agreement which masters and seamen have been accustomed to sign in the coasting trade before the commissioner the following words:

And the said crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective duties and to be obedient to the lawful commands of said master, or of any person who shall lawfully succeed him, and of their superior officers in everything relating to the vessel, and the stores and cargo thereof, whether on board, in boats or on shore.

Another law, repealed so far as this trade is concerned, is section 4602, Revised Statutes, which reads:

SEC. 4602. Any master of, or any seaman or apprentice belonging to, any merchant vessel, who, by willful breach of duty, or by reason of drunkenness, does any act tending to the immediate loss or destruction of, or serious damage to such vessel, or tending immediately to endanger the life or limb of any person belonging to or on board of such vessel; or who, by willful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such vessel from immediate loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from immediate danger to life or limb, shall, for every such offense, be deemed guilty of a misdemeanor, punishable by imprisonment for not more than twelve months.

Whatever differences of opinion there may be about the other provisions of the act of February 18, 1895, it is evident that the omission of these two sections from the law governing shipments in the coasting trade before a commissioner is a serious fault which should be corrected. It is argued, and often with reason, that our laws do not place the seaman on a plane with other workingmen, but that argument will not warrant the omission of the two laws under consideration from statutes governing the coasting trade. Regulations for the preservation of discipline and order and for obedience are enforced in all establishments, and they are unquestionably necessary on coasting vessels. So, too, any willful breach of duty or any drunkenness, whether of master or seaman, imperiling a vessel or the lives on board, may as properly be punished by imprisonment in the coasting as in the foreign trade, and ought to be so punished in both. Shipment in the coasting trade before a commissioner is believed to be in the interests of owners, masters, and seamen, and its extension beyond its present proportions is desirable. But it is difficult to find any reason to hope that it can continue even to exist, with its benefits to seamen, unless the two sections in question



are restored to the law. A bill to effect this result has been incorporated as section 7 of bill L.

The sections of the Revised Statutes made applicable to this form of the coasting trade by the act of February 18, 1895, were the first clause of section 4529, and sections 4519, 4530, 4535, 4536, 4542, 4543, 4544, 4545, 4546, 4547, 4549, 4550, 4551, 4552, 4553. The application of these sections to the coasting trade has been beneficial. The sections made no longer applicable are the sixth, seventh, and eighth items of section 4511 and sections 4522, 4524, 4525, 4596, 4597, 4598, 4599, 4601, 4602, 4603, 4604, 4605, 4610, 4612. Should Congress deem it proper to pass the bill to abolish the imprisonment of seamen in the common jails of the United States for breach of civil contract, elsewhere recommended, section 4596 might be restored to the coasting law.

#### COMPULSORY PILOTAGE OF COASTWISE SAILING VESSELS.

During the last twenty years the world's tonnage of seagoing sailing vessels has been reduced one-third. The number of American sailing vessels has declined from over 28,000 in 1874 to under 17,000 at present. Invention, discovery, and the laws of natural progress are telling against the American sailing vessel so powerfully that a discrimination in statute law against these vessels is peculiarly unjust and has a special title to Congressional consideration and correction. The provisions of sections 4442 and 4444 of the Revised Statutes, which grant to the master of an American steam vessel, but deny to the master of an American sailing vessel, a United States license as pilot, and exempt the steam vessel in the coasting trade from State pilotage charges, which the sailing vessel in the same trade is compelled to pay, are an almost destructive discrimination against sailing vessels. Pilotage is one of the heaviest charges upon navigation, and to exempt one description of American vessels in the coasting trade from that charge while imposing it upon another description of American vessels in the same trade comes close to ruling the sailing vessel out of the business and bestowing it upon steam vessels exclusively. The coasting trade of the United States, with trade on the lakes and northern borders to British possessions and with the West Indies, is practically the only navigation now left open to the great majority of American sailing vessels.

During the fiscal year 1894 only 71 American sailing vessels cleared for Europe, 66 for Asia, 49 for Africa, 205 for Hawaii and Oceanica, 276 for South America, and 41 for other foreign ports, in all 648, which includes the repeated voyages of some vessels. The competition of steam and steel has ruled them out of oversea navigation. On the Atlantic and Gulf Coast there are upward of 12,000 American sailing vessels, of which 4,000 are over 50 tons. Justice to the masters and owners of these vessels suggests that they receive equal treatment under the law with the masters and owners of the 2,000 steam vessels of over 50 tons on the same coast and engaged in competition in the same trade. The discrimination was established by Congress in 1866 and 1871, but since that time many of the States—Maine, New Hampshire, Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Indiana, Michigan, Wisconsin, Iowa, California, Oregon, and Washington—have removed it, so far as their ports are concerned, by State legislation, exempting sailing vessels in the coasting trade from compulsory pilotage as, by the act of February 28, 1871, Congress exempted steam vessels. The right of Congress to exempt sailing vessels from these charges is not disputed, for it has already been exercised



in the case of steam vessels, and was provided for in the act of August 9, 1789, declaring:

Until further provision is made by Congress all pilots in the bays, inlets, rivers, harbors, and ports of the United States shall continue to be regulated in conformity with the existing laws of the States, respectively, wherein such pilots may be, or with such laws as the States may respectively enact for the purpose.

That the employment of State pilots on coastwise sailing vessels is necessary to the safety of navigation is disproved by the fact that the laws of some of the States, still making the discrimination against sailing vessels, provide that pilotage charges may be commuted by the payment annually of a lump sum, based on tonnage, for a State license. A vessel so licensed is not only exempt from the obligation to take on or pay a pilot, but is exempt from any law looking to her safe pilotage. Thus the Maryland law provides:

The master or owner of every vessel sailing under a coasting license over 100 tons shall, before going to sea, apply to the board of pilots for a license to navigate the Chesapeake Bay without a pilot and shall pay to the said board of pilots for such license at the rate of 6 cents per ton and such license shall be good for twelve months from the date thereof.

The Virginia law provides:

Pilots shall appoint agents, one for Norfolk city and one for Richmond, who shall grant licenses to coasting vessels trading in the waters of this Commonwealth, for which licenses such agents shall receive 10 cents per ton for one year; and coasting vessels, having such licenses, shall be free to sail without pilots to or from sea, but all vessels sailing under a coasting license of the burthen of 70 tons or more, coming from or going to sea, not having obtained a license from such agent, shall be subject to the same regulations and pilotage as registered vessels belonging to citizens of the United States.

Obviously this license fee is not for services rendered and is not imposed to secure the safe navigation of the vessel. It is a tax upon commerce, unevenly imposed, because Congress has refused to allow the States to collect it from steam vessels, while permitting its collection from sailing vessels. In fairness it should be collected from both or from neither, and section 4444 should either be repealed or extended to cover the entire coasting trade. It should be extended, as proposed, because the partial adoption of the Federal pilot system, contemplated in one of the earliest acts of Congress, already quoted, has promoted the security of life and property in the coasting trade, while reducing the expenses of that navigation, and by reducing expenses it has reduced freights and the cost of transported goods. The extension of the system would extend the area of benefit. It would secure a uniform rule for pilotage in the coasting trade of the whole country, a trade, to which, as stated, our navigation is now so narrowly confined.

The only objection which may be raised to the recommendation is that its adoption might tend to impair the pilotage system of several of the States, which must be maintained for the benefit and protection of our foreign trade. If the large appropriations, amounting to many millions, for the improvement of harbors are rendering navigation less difficult and dangerous, the duties of pilots must be becoming less arduous, and even the increase of commerce will not call for an increase in the number of State pilots or in the funds needed to maintain that valuable service. The change in pilot service from sail to steam vessels, now in progress at several ports, points to more economical and efficient methods of service. The necessity for State pilots is virtually confined to our foreign trade, and the trade for which it is provided should furnish the means for its maintenance. If the restoration of equality in the matter of pilots and pilotage between sail and steam vessels in



the coasting trade will reduce the receipts of the pilots at any port below the amount required to keep up for foreign trade an efficient service, an increase of pilotage on vessels in the foreign trade can readily be made by any State. Those States which have abolished compulsory pilotage on all coasting vessels have not found it necessary, as a rule, to increase their pilotage charges on vessels in foreign trade.

The practical effect of sections 4244 and 4444 of the Revised Statutes, except where the States have extended their scope within their waters, as it is proposed Congress shall extend their scope for all American waters, is to render burdensome and expensive the only navigation left open to the master of an American sailing vessel in order that the masters of foreign steamers may receive the benefit of lower pilotage charges than might otherwise be necessary.

It is proposed that section 4442 of the Revised Statutes be amended by adding a new clause for the issue of a pilot's license to the master or mate of a sailing vessel under the same conditions as those under which a license is now issued to the pilot of a steam vessel. This amendment will subject the masters or mates of sailing vessels, who choose to avail themselves of the proposed law, to the examinations and regulations of the Steamboat-Inspection Service, provided in subsequent provisions of the Revised Statutes. This, in itself, will be a gain to safe navigation and a distinct advance in our laws. The proposition involves an extension of the duties of the Steamboat-Inspection Service on the Atlantic and Gulf coasts, which can not be closely estimated, until the proposed act, should it commend itself to the lawmaking power, has been in force for a time.

As indicated there are on the Atlantic and Gulf coasts in round numbers 3,000 steam vessels and 12,000 sailing vessels, of which 4,000 are over 50 tons. There are no statistics available to indicate how many of these sailing vessels are usually engaged in the coasting trade with the Atlantic and Gulf States which still retain the pilotage charges under consideration, so an estimate of the probable number of applicants for pilot's licenses for sailing vessels or a conjecture of the places where applications would be made is not practicable.

It is proposed to amend section 4444 of the Revised Statutes by striking out the words "steam vessel" or "steamer" and substituting the word "vessel," so that any coasting vessel having on board a pilot licensed by the United States shall be exempt from State pilotage. It is also provided that any vessel of the United States employed in the coastwise trade being towed into or out of any port of the United States by a steam vessel under command of a pilot licensed for such port under the laws of the United States shall be exempt from pilotage. It is the practice in some ports for sailing vessels or barges to clear under tow, and when the towing tug or steamer is in charge of a United States pilot, who also is responsible for the navigation of the towed vessel, a State pilot is not required, is not employed, and should not be paid.

It is proposed to amend section 4237 of the Revised Statutes by forbidding a State to discriminate against sailing vessels as well as against steam vessels.

Lest it be urged that the tendency of this legislation is in the line of trespass by Congress upon the powers of the States, it may be stated that these propositions are strictly in the line of the regulation of commerce between the States delegated to Congress by the Constitution. The exercise of the power invoked was contemplated by the act of 1789 already quoted, and the power has already been exercised in the case of steam vessels.



These recommendations have been embodied in bill E to be found under the heading, "Proposed legislation."

The essential provisions of State laws imposing compulsory pilotage on coastwise sailing vessels and the rates of pilotage at various ports in those States may be found in Appendix H.

#### REGULATION OF SAILING VESSELS AND THEIR OFFICERS.

The American delegates to the International Marine Conference, in their report to the Secretary of State in 1890, said:

While the laws regarding the Government inspection of steam vessels may be assumed to insure upon them the necessary security of life and property at sea, so far as the strength of the vessels, proper equipment, etc., are concerned, no such provisions exist by law with regard to sailing vessels. A totally unseaworthy sailing vessel may put to sea at the risk of all lives and property on board; furthermore, she may be overladen and utterly deficient in the necessary equipment for the safety of her crew and passengers in case of accident, such as boats, life rafts, life-preservers, pumps, etc., or fire-extinguishing apparatus. There is, moreover, no legal requirement as to the qualifications of officers of sailing vessels, and no certificate of qualification is required by law of such officers. If the owners or insurers do not require some evidence of competency, any man may obtain command of a sailing vessel, however unfit he may be for the position.

Steps should be taken to remedy the condition to which attention was thus directed. It is believed, however, that such steps should be gradual. The laws already put sailing vessels at a disadvantage, and the addition of new and proper obligations upon their owners and masters ought to be preceded, or at least accompanied, by the removal of unfair and unnecessary burdens to which they are now subject. The removal of some of these burdens has been favored in other pages.

I have the honor to recommend that after July 1, 1898, the masters and mates of all sail vessels of over 700 tons be required to take out an annual license, certifying to their character and competency, and that after that date the hulls of all such vessels be subject to an annual inspection, such licenses to be issued and such inspections to be made as is the case now with steam vessels and their officers.

The bill is designed to affirm the principle of Government regulation of sail vessels, rather than to establish at once a complete system. For this reason it is limited to the masters and first mates of sail vessels of over 700 tons, and is not to apply to them until two years have elapsed. Over 11,000 of our sail vessels are under 100 tons, and it is not desirable to attempt, certainly at present, the regulation of this large number of small vessels. Sail vessels of over 700 tons number 685, and constitute the bulk of our ships engaged in deep-sea foreign trade. The masters of these vessels hold positions of responsibility, not only to their owners, but also to the Government for their conduct abroad and for the care of the lives and well-being of their crews, and it is proper that the Government should see that only competent men are intrusted with this responsibility. Fairness to all interests, however, suggests that some time should be allowed to elapse before the bill shall go into effect. Two years seem to be sufficient for the preparation of such regulations as will be needed to carry out the measure, and for masters, mates, and owners to accommodate themselves to its provisions. The measure is much less stringent than the law which Great Britain enforces without complaint from any source. Under that law the master and mate of every British foreign-going vessel of over 100 tons must have a certificate of competency, and the vessel must be provided with lifeboats, belts, and life buoys according to a schedule fixed by the Government.



The inspection annually of the hulls of sail vessels of over 700 tons is deemed imperative, for many of these vessels in trade, especially on the Pacific, are very old. The safety of these craft is reduced almost entirely to a matter of money-making or losing, and that, it is submitted, on grounds of both humanity and public policy, is not a proper basis on which to place the lives of our seamen. These suggestions have been incorporated in bill F.

#### REPEAL OF RECIPROCAL TONNAGE-TAX EXEMPTIONS.

The early repeal of the law exempting from tonnage taxes vessels from foreign countries, islands and ports which extend to vessels from the United States, a like exemption in their ports is recommended. The theory of the law may be excellent, but its workings bring no benefits to the American merchant marine commensurate with the benefits bestowed upon and the revenue surrendered to the merchant marines of foreign nations which have taken advantage of it. The conditions of our navigation render it a complete misapplication of the principle of reciprocity on which presumably it was based.

Should Congress see fit to repeal this law, it will be possible at the same time to reduce from 3 cents to 2 cents per ton the tonnage tax now imposed on vessels from foreign ports in North America, the Gulf and Caribbean ports of Central and South America, the West Indies, and Hawaii—a carrying trade which we conduct on nearly even numerical terms with our foreign competitors. These two propositions will reduce by \$5,000 to \$8,000 annually the aggregate tonnage taxes levied on American shipping. They will increase by from \$70,000 to \$75,000 our annual receipts from tonnage. They will increase the efficiency of the Marine-Hospital Service by placing at its disposal this increase of revenue. They will prescribe a more equitable method of contribution to the maintenance of that service. They will remove discriminations in certain cases against our own vessels and in favor of foreign vessels, which have grown out of the law in question. They will secure a more even and just treatment by the United States of the vessels of all nations, including our own, and they are in strict conformity with our treaty obligations. The law in question is contained in the two provisos of section 11 and in section 12 of the act of June 9, 1886, as amended April 4, 1888, section 11 being in turn an amendment of section 14 of the act of June 26, 1884. These portions of law, the repeal of which is proposed, read:

*Provided*, That the President of the United States shall suspend the collection of so much of the duty herein imposed on vessels entered from any foreign port as may be in excess of the tonnage and light-house dues, or other equivalent tax or taxes, imposed in said port on American vessels by the government of the foreign country in which such port is situated, and shall, upon the passage of this act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage duty, if any, to be collected under such suspension.

*Provided, further*, That such proclamation shall exclude from the benefits of the suspension herein authorized the vessels of any foreign country in whose ports the fees or dues of any kind or nature imposed on vessels of the United States, or the import or export duties on their cargoes, are in excess of the fees, dues, or duties imposed on the vessels of such country or on the cargoes of such vessels.

But this proviso shall not be held to be inconsistent with the special regulation by foreign countries of duties and other charges on their own vessels and the cargoes thereof, engaged in their coasting trade, or with the existence between such countries and other states of reciprocal stipulations founded on special conditions and equivalents, and thus not within the treatment of American vessels under the most-favored nation clause in treaties between the United States and such countries.



SEC. 12. That the President be, and hereby is, directed to cause the governments of foreign countries which, at any of their ports, impose on American vessels a tonnage tax or light-house dues, or other equivalent tax or taxes, or any other fees, charges, or dues, to be informed of the provisions of the preceding section, and invited to cooperate with the Government of the United States in abolishing all light-house dues, tonnage taxes, or other equivalent tax or taxes on, and also all other fees for official services to, the vessels of the respective nations employed in the trade between the ports of such foreign country and the ports of the United States.

In accord with the provisions quoted, proclamations have been issued from time to time exempting from tonnage tax vessels from all ports of the German Empire, and of the Netherlands, the free Dutch East Indian ports, Colon, Panama, and Bocas del Toro in the United States of Colombia, the ports of San Juan and Mayaguez in Puerto Rico, Grey Town in Nicaragua, the islands of Trinidad, Montserrat, Tobago, Grenada, and Guadeloupe in the West Indies, and the Province of Ontario. In return vessels from the United States entering the ports of the countries and islands named are exempt from tonnage taxes, light-house dues, and equivalent charges. The policy of this law, as was stated in the annual report of the Bureau for 1894, is "worthy of a great and generous maritime power," but its practical workings have shown it to be most unbusinesslike and unprofitable legislation for the United States.

The proclamation exempting vessels from Germany from tonnage taxes was issued January 26, 1888. During the seven fiscal years ended June 30, 1894, covering virtually the period during which vessels from Germany have been exempt—except the last fiscal year, returns for which are not yet available—the entries of foreign vessels from Germany into the United States numbered 4,972, of 9,680,837 net tons. During the same seven years, American vessels entered from Germany into the United States numbered only 25, of 30,368 net tons. These figures afford an approximate measure of the large sacrifice of revenue made by the United States for an insignificant return from Germany. The tonnage tax on vessels from all the countries of Europe, except Germany and the Netherlands, is 6 cents per net ton. Levied on upward of 9,600,000 net tons from Germany, for the seven years it would have amounted to over \$580,000.

This estimate of the loss of revenue through the exemption from tonnage tax of foreign vessels entering from Germany must, however, be somewhat reduced to ascertain the true loss of revenue for the septennate. Tonnage tax is paid by a vessel only five times a year, and vessels making over five voyages are exempt for the rest of the year after the fifth payment has been made. Some of the express steamers of the North German Lloyd and Hamburg-American lines have made seven or eight or perhaps nine voyages to the United States annually, and those repeated voyages are included in the figures given above. To be strictly accurate, deduction should be made from the tonnage figures above for the voyages, after the fifth, made by any given steamer from Germany. It is impossible, without ascertaining the precise number of voyages every vessel has made annually from Germany to the United States, to compute just what this deduction should be, but allowing liberally for it, the loss of revenue has been upward of \$400,000 for the seven years, or about \$60,000 per annum.

The fleets of the North German Lloyd and Hamburg-American lines, usually employed in constant trade with the United States aggregate upward of 160,000 net tons, on which a tonnage tax of 6 cents per ton, levied five times, amounting annually to \$48,000, has been waived by the United States. For this most generous concession the United States



receive virtually no return. German statistics do not specify separately the number and tonnage of American vessels entering German ports, their insignificance entitling them only to a place among the scattering. During the seven years named, however, the total clearances of American vessels from the United States for German ports numbered only 15, of 21,156 net tons, and the entries from German ports 25 vessels, of 30,368 net tons. The levy of a tax of 6 cents per ton by Germany on this tonnage would have produced between \$1,200 and \$1,800 during seven years, or less than \$300 per annum. Under the provisions of our own law, the repeal of which is now urged, the United States, to secure an exemption of \$200 or \$300 a year in taxes on American vessels in German ports, have exempted foreign vessels from Germany in American ports from annual tonnage dues amounting perhaps to \$60,000. It is submitted that there is no reciprocity of benefit in such an arrangement, and business prudence dictates its termination.

Beyond the unfavorable revenue conditions created by this law, in it are also involved positive and appreciable discriminations against American vessels and in favor of competing foreign vessels. Under a ruling of this Bureau, dated November 26, 1890, and rendered pursuant to an opinion of the Attorney-General at the time, the express steamers of the North German Lloyd and Hamburg-American lines, which touch at Southampton to take on passengers and mails, but do not enter or clear there, have been regarded as entering the United States from Germany, and exempt, therefore, from tonnage tax. Southampton is the terminus of the American Line steamships *St. Louis*, *St. Paul*, *New York*, and *Paris*, and at that point they come into direct competition with the two great German lines named. The law in question imposes an annual tax on the 25,000 net tons of the four American Line steamships of \$7,500, while two of its chief foreign competitors at Southampton, each with about an equivalent tonnage, are wholly exempt from this tax. It is difficult to conjecture the reasons which impelled the enactment of this law, though one may readily perceive how benefited foreign interests may have urged its adoption and may oppose its repeal.

Unquestionably tonnage taxes to an extent are taxes on consumption, and as such are paid in part ultimately by American consumers, but this particular law derives only negative strength from that consideration. If that consideration is to have weight, it argues for the abolition of all tonnage taxes rather than for the preservation of the present discrimination. The abolition of tonnage taxes would compel the adoption of some indirect method of taxing our own people to sustain the Marine-Hospital Service.

The operation of the law in the case of Germany is not exceptional, though the extent of our maritime relations with that Empire renders the figures more striking than in the case of other countries, islands, and ports which have availed themselves of our inexplicable self-sacrifice in legislation. Similar results have followed the application of this method of "reciprocity" in other cases. Vessels from the Netherlands have been exempt from tonnage tax since April, 1887. During the seven years previous to June 30, 1894, the entries of foreign vessels from the Netherlands into the United States numbered 1,363, of 2,436,584 net tons. The entries of American vessels from the Netherlands—which are also an approximate measure of American clearances for the Netherlands—numbered only 14, of 17,225 net tons. During these seven years the Government of the Netherlands has relieved American shipping in that country of about \$1,000 taxes, while the Government of



the United States has relieved Dutch and other foreign vessels from the Netherlands of upward of \$100,000 in tonnage dues. The exchange, obviously, is not on even terms. The Netherlands-American steamship line to Rotterdam, competing to an extent with the Red Star Line steamers to Antwerp, has a net tonnage of about 30,000 tons in regular trade with the United States, which under existing law is relieved every year of about \$9,000 tonnage taxes, while the Red Star Line steamers of American ownership from Antwerp pay tax to the United States at the rate of 30 cents per net ton annually.

Germany and the Netherlands are the only nations of Europe which have taken advantage of the provisos of section 11 of the act of June 19, 1886, and accepted the invitation of section 12. The entries of foreign vessels from Europe into the United States during the fiscal year ended June 30, 1894, numbered 4,796, of 9,668,111 net tons. The entries of American vessels from Europe during the same period numbered 114, of 341,876 net tons. Should Europe accept the invitation held out by the provisions of law in question, for every dollar of exemption American vessels would receive abroad foreign vessels would receive nearly \$30 in exemption in the United States. The receipts from tonnage tax would be reduced by over \$350,000, and it would be necessary to raise this amount from the people in some manner in order to maintain our Marine-Hospital Service, to which the proceeds of tonnage taxes are now devoted.

Since April, 1887, vessels from the free ports of the Dutch East Indies have been exempt from tonnage taxes. These are the only Asiatic ports to which the law applies, and it applies to no Australian or African port. During the seven years ended June 30, 1894, 9 American vessels, of 7,135 net tons, have entered from the Dutch East Indies, while 229 foreign vessels, of 297,050 net tons, have entered from those islands. Included in these totals are the arrivals from Batavia, which is not an exempt port, but with which we carry on much of the trade summarized in the figures just given. The imposition of the 6-cent rate on the 7,135 American tons entered from the Dutch East Indies during seven years would have produced only \$430, or about \$61 a year, and when from this has been deducted the sum now paid by American vessels coming from Batavia and Dutch East Indian ports not free, it will be seen that the tax which it is proposed to levy will be so small as not to pay the clerk hire required to compute it accurately. From foreign vessels the Government would receive possibly \$1,000 a year.

The operations of the sections referred to upon navigation from Central American, West Indian, and Canadian ports must be considered in the light of somewhat different conditions. First, the tonnage tax on vessels arriving from these ports is only one-half the rate levied on vessels from transoceanic ports; second, the voyages are much shorter. Thirteen voyages a year are the utmost which a transatlantic steamer performs, except in rare cases. Voyages between our Gulf ports and the West Indies are short and frequent, and those between our lake ports and ports in the Province of Ontario still shorter and more frequent, though covering only those months when the lakes are free from ice. Finally, this navigation, which geographically is coastwise, though politically foreign trade, is shared by the United States on much more nearly even terms with foreign nations than is transoceanic navigation. The half-rate tonnage tax applies to vessels entering from foreign ports in North America, Central America, the West Indies, the Hawaiian Islands, and several of the ports of Venezuela and of the United States of Colombia in South America. The net tonnage of American vessels



entering from ports within this area during the fiscal year ended June 30, 1894, was 4,015,715 net tons, while the corresponding foreign net tonnage was 4,748,150 net tons. The entries from Europe during the same period, as just stated, comprised only 341,876 net tons American, against 9,668,111 net tons foreign.

The repeal of the reciprocity provision, so far as the port of Panama on the Pacific is concerned, would be without appreciable effect. Navigation between that port and the United States is conducted entirely by the Pacific Mail and Panama Railway steamers. If these vessels proceeded direct to San Francisco they would, under the present law, be exempt from tonnage tax. It is their almost invariable custom, however, to enter at Acapulco, Mazatlan, Corinto, San José de Guatemala, or other ports for freight, and they thereby become subject to tonnage tax at the rate of 3 cents per net ton. The repeal of the reciprocity provision would not, accordingly, put any additional burden on these vessels, and should Congress see fit to reduce the rate to 2 cents, as recommended, the tonnage tax paid by these American lines would be reduced one-third.

Entries of vessels from the Atlantic coast of the United States of Colombia during the fiscal year ended June 30, 1894, comprised 73 American vessels, of 97,394 net tons, and 181 foreign vessels, of 83,090 net tons. The navigation from Colon and Bocas del Toro is exempt from tonnage taxes, while that from Cartagena, Barranquilla, and minor ports pays the half-rate tax. The bulk of this navigation under the American flag is carried on by the Pacific Mail and Colombian Line steamers from New York to Colon. The corporations together employ six steamers, aggregating about 10,000 net tons. The repeal of the exemption provision and the reduction of the tonnage tax to 2 cents per net ton for five voyages would add \$2,000 to the tonnage taxes these corporations now pay to the United States, but this would be offset in part by a reduction of upward of \$1,000 in the tonnage taxes paid by the same companies on their connecting steamship lines on the Pacific coast of Colombia. The proposition in hand would add about \$600 to the tonnage taxes on foreign vessels from the two ports named.

The returns by customs officers of the entries and clearances of vessels are classed by countries and not by separate ports and islands. For this reason, in the case of the ports of San Juan and Mayaguez, in Puerto Rico, Grey Town, in Nicaragua, and the islands of Trinidad, Montserrat, Tobago, Grenada, and Guadeloupe, the precise statistics of navigation could have been secured only through a detailed examination of the books of the custom-houses, which appears unnecessary in view of the reasonable approximations possible without it.

During the fiscal year 1894 the tonnage of American vessels entering from the Caribbean coast of Nicaragua was 30,757 net tons, and of foreign vessels, 59,546 net tons. This tonnage enters in part from Greytown, an exempted port, and in part from Bluefields, a port the navigation from which is taxed at the 3-cent rate in this country. More than half of the tonnage enters from Bluefields, on which it is proposed to reduce the tax one-third, so that the proposition, while imposing, say, \$300 taxes on American vessels from Grey Town, reduces it quite \$100 on American vessels from Bluefields.

During the fiscal year 1894 the tonnage of American vessels entering from the British West Indies, which, beside Trinidad, Montserrat, Tobago, and Grenada, includes the important islands of Jamaica, the Bahamas, Bermuda, St. Lucia, Antigua, and the Barbados, was 163,561 net tons, and of foreign vessels, 443,747 net tons. If the entire Ameri-



can tonnage had cleared from the exempted islands the amendment to the law proposed would add only \$3,200 to tonnage taxes paid by American vessels. In point of fact much of this tonnage was employed in trade from ports where our law makes no exemption, and it paid the tax of 3 cents per net ton. The reduction of this rate to 2 cents as suggested will effect a saving to American vessels which will go far toward, if not altogether equalling, the taxes imposed by the repeal of the section under consideration.

Entries from the French West Indies (Guadeloupe, Martinique, etc.) for the fiscal year 1894 amounted to 12,741 American net tons, and 19,895 foreign net tons. Vessels entering from Martinique pay the 3-cent rate, while those from Guadeloupe are exempt. If the American tonnage be equally divided between the two the proposition in hand will tax American vessels from Guadeloupe in all only \$120 a year, and will reduce the taxes on them from Martinique \$60.

Vessels entering the United States from the Province of Ontario are exempt from tonnage taxes, while those entering from the Provinces of Quebec, Manitoba, and the rest of British North America are required to pay 3 cents per net ton for five voyages annually. The returns of entries into the United States, tabulated by the Bureau of Statistics, group under one head vessels from Ontario, Quebec, and Manitoba. In 1884 the tonnage entered from Canada at the lake ports of the United States amounted to 2,983,672 net tons; in 1894 it amounted to 2,964,806 net tons. While there has been a marvelous increase in our lake tonnage employed in transportation between our own ports, the tonnage employed in transportation between the United States and Canada is virtually stationary. For the fiscal year ended June 30, 1884, the tonnage tax collected at lake ports amounted to \$53,827. Up to July 1, 1884, vessels entering the United States from Canada, as from all other countries at that time, were required to pay a tonnage tax of 30 cents per ton once a year.

The proposition submitted for legislative sanction is that a tax of 2 cents per ton shall be paid by vessels entering from Ontario, as well as from Quebec and Manitoba, for five trips, after which they will be exempt from further payments during the year. The maximum annual payment for any vessel will thus be 10 cents, or only one-third of the rate levied during the fiscal year ending June 30, 1884. The tonnage upon which it is proposed to levy the tax, as shown, is substantially the same. It may be assumed, then, that the proceeds of the proposed tax will be one-third of the proceeds in 1884, or, approximately, \$18,000. This sum will include the taxes paid by vessels entering from ports in the Provinces of Quebec and Manitoba, which, during the fiscal year 1894, paid \$5,133 at lake ports. It is proposed to reduce the rate from Quebec and Manitoba ports from 3 cents to 2 cents. On this basis the receipts from Quebec and Manitoba ports may be estimated at \$3,500. Subtracting this sum from the estimate of \$18,000 for all tonnage receipts on vessels from Canadian ports at lake ports there remains \$14,500 as the probable receipts from vessels coming from ports in Ontario.

The Treasury statistics do not permit an exact estimate of the distribution of this tax among American and foreign vessels. The tonnage entering the United States from Ontario, Quebec, and Manitoba during the fiscal year ended June 30, 1894, comprised 992,354 net tons American and 1,965,844 net tons foreign. A very considerable portion of the American tonnage consisted of canal boats engaged in trade between the Province of Quebec and the United States. While exact figures



are lacking, it is probable that about two-thirds of the tonnage from Ontario on which it is proposed to restore a tonnage tax is foreign and one-third is American. That proportion holds good as to the tonnage from Ontario, Quebec, and Manitoba combined, as indicated. The restored tax to be levied on American vessels in this trade would thus amount to about \$5,000 and that on Canadian vessels to about \$9,500.

The proceeds of tonnage taxes as stated are applied to the maintenance of the Marine-Hospital Service. For the fiscal year 1894 the lake ports contributed to this service \$5,133. But the Marine Hospital during that year maintained one hospital at Chicago at a cost of \$24,885, another at Detroit at a cost of \$13,249, and 22 relief stations besides on the Lakes at a cost of \$46,821. The lake ports thus contributed barely \$5,000 toward the expenditure by the Marine-Hospital Service of nearly \$85,000 for the benefit of their seamen. During the fiscal year 1894 the tonnage entering the United States from foreign ports was 19,989,663 net tons, of which 2,958,198 net tons, or about 15 per cent, entered our lake ports from Canadian ports. The receipts from tonnage taxes the same year were \$539,000, of which \$85,000, or about 15 per cent, were devoted to the relief of seamen on the Great Lakes. The expenditures for lake seamen thus bear a fair ratio to the expenditures for the seamen of other sections of our navigation, taking as a basis the tonnage engaged in foreign trade which furnishes funds for the Marine-Hospital Service. But the contribution of the lake ports to the Marine-Hospital Service for the year under consideration, as shown, was only \$5,100, or less than 1 per cent of the \$539,000 collected to maintain the Marine-Hospital Service.

Under the bill proposed the lake ports will contribute not over \$20,000, or less than 4 per cent, though continuing to receive the benefit of the expenditure of 15 per cent of the aggregate proceeds of the tax. In view of these considerations, in justice to the rest of the country and in order to secure the desirable results pointed out, it does not seem that our lake navigation will be warranted in opposing the increase in tonnage taxes which will result from the repeal of the exemption from tonnage tax of vessels coming from ports in the Province of Ontario.

The estimated addition to tonnage revenue from the repeal of the exemption clause, tabulating figures explained above in detail, is \$104,800, as follows:

|                                                 | American<br>vessels. | Foreign<br>vessels. |
|-------------------------------------------------|----------------------|---------------------|
| Germany .....                                   | \$300                | \$65,000            |
| Netherlands .....                               | 200                  | 16,000              |
| Dutch East Indies .....                         |                      | 1,000               |
| Panama .....                                    |                      |                     |
| Colon and Bocas del Toro .....                  | 2,000                | 600                 |
| Grey Town .....                                 | 300                  | 600                 |
| Trinidad, Montserrat, Tobago, and Grenada ..... | 1,000                | 2,800               |
| Guadeloupe .....                                | 200                  | 300                 |
| Ontario .....                                   | 5,000                | 9,500               |
| Total .....                                     | 9,000                | 95,800              |

The receipts from the half-rate ports and islands of the Western Continent, including Hawaii, north of the eighth parallel of latitude, for the fiscal year 1894 were \$101,673, of which \$45,480 was paid by American and \$56,193 by foreign vessels. The proposed reduction in this rate from 3 cents to 2 cents per net ton, levied on a vessel for not over five voyages annually, would accordingly reduce by one-third, or \$15,160, the taxation on American vessels and \$18,731 the taxation on foreign vessels.



The two propositions combined in the bill recommended would thus reduce the aggregate tonnage tax on American vessels by about \$6,000, increase the aggregate tonnage tax on foreign vessels by about \$77,000, and as a net result increase the fund available for the Marine Hospital by about \$71,000 a year.

Regarding particular American interests, the propositions, as indicated, place the International Navigation Company, our only transatlantic steam line, on a more nearly even footing with German and Dutch competing lines. The project will slightly reduce the tonnage taxes paid by the Oceanic Line to Australia and by the Pacific Mail Line in so far as their vessels to Hawaii and return are involved. These are our only transpacific lines. They will make a net increase of about \$1,000 on the Pacific Mail and Panama Railroad lines connecting New York and San Francisco with the termini of the Isthmus railroad. The tonnage taxes on the New York and Cuba Mail Company, the Red D Line to Venezuela, the Clyde lines to Santo Domingo and Haiti, the International Line to St. Johns, New Brunswick, and most of the West Indian fruit lines will be slightly reduced.

The total tonnage of American sailing vessels entering the United States from foreign ports during the fiscal year 1894 was 1,655,065 net tons. It is estimated that the bill proposed would reduce tonnage taxes paid by about 1,100,000 tons and would leave unchanged the present rates on about 300,000 tons, while about 250,000 tons, of which 200,000 tons are estimated in trade with the Province of Ontario, would pay a tax from which it is now exempt.

But entirely apart from revenue considerations, to which attention has thus far been directed, is the matter of equitable treatment of all shipping interests. Tonnage tax is levied, to reiterate, to maintain the Marine-Hospital Service. The benefits of that service are open to and enjoyed by seamen engaged in trade with the exempted ports as well as those in trade with ports which are not exempt. The justice of a project of law by which our navigation with the Provinces of Quebec, Nova Scotia, New Brunswick, Manitoba, and British Columbia, for example, contributes to the national care not only of its own sick and disabled seamen but also to the care of the sick and disabled seamen of navigation with the intermediate Province of Ontario, which contributes nothing, does not appear.

If the law was passed in the belief that the nations of the world would hasten to repeal navigation charges, it has been unsuccessful, for Germany and the Netherlands alone of maritime powers have accepted the invitation, and the exemptions they offer in their ports have been determined by considerations of national policy, quite apart from the action of the United States. The repeal of our own law, it may safely be predicted, will not lead Germany to impose tonnage taxes on vessels entering from the United States. Such taxes, under the most favored nation clause, usual in commercial treaties, must be equally imposed, and in order to put a tax on perhaps 2,000 tons of American shipping, Germany is not likely to tax 1,000,000 tons of German shipping and 500,000 tons of the shipping of other foreign nations annually entering German ports from the United States. The abolition of tonnage taxes by Germany was for the benefit of German, not American, vessels, as the abolition of tonnage taxes by the United States has been for the benefit of German, not American, vessels.

The bill under consideration is in strict conformity with our treaty obligations. It guarantees hereafter to the vessels of foreign nations the same treatment to be accorded to American vessels entering from



ports now exempt. As a matter of comity, however, it is desirable that a brief period of about a month should elapse between the passage and enactment of the measure, should it commend itself to Congress and to the President, in order that foreign authorities concerned may be duly notified of the change in our laws.

A bill to give effect to these recommendations on the subject of tonnage tax may be found under "Proposed legislation," bill D.

Appendix E contains, in addition to the usual statistics concerning tonnage tax, tables showing, as far as practicable, the navigation between the United States and exempted countries, ports, and islands for the years since the exemptions were declared by proclamation. The figures for the last fiscal year have not been secured in time for incorporation in these tables, but may be ascertained upon the issue of the report on commerce and navigation for the last fiscal year.

To carry into effect the proposed measure, it is desirable that section 4232 of the Revised Statutes be repealed. This section exempts from tonnage taxes in the United States mail steamships plying to Brazil as long as a similar immunity from taxes is granted to them by the Government of Brazil. The section is practically a dead letter at present, as the line of mail steamships between New York and Brazil has been discontinued. By Article IV of our treaty of 1858 with Belgium the steam vessels of both countries were exempted from tonnage taxes in each other's ports. Our treaty of 1827 with the Hanseatic Republics provided that neither party should grant any particular favor to other nations which should not immediately become common to the other party. Bremen abolished tonnage taxes before 1860, and in 1861 tolls levied on American vessels ascending the Elbe to Hamburg were abolished, the United States paying the King of Hanover 60,353 thalers, as indemnification for the abolition of these tolls. Subsequently the claim was made under these several treaties that German steam vessels were entitled to the same exemptions as Belgian steam vessels, and by the acts of June 19, 1878, and March 2, 1889, Congress consented to a refund of tonnage taxes to German steam vessels, covering a period of years from 1862, with interest, amounting to \$381,566. The exemption from tax of American steamships in Belgian ports, which never was of considerable value, was thus purchased for nearly \$400,000. The immunity granted to mail vessels to Brazil would prove an equally expensive purchase to the United States if use were made of it under the proposed measure. If no use were made of it, as at present, the immunity, obviously, would be useless. On either ground section 4232 should be repealed as provided for in section 2 of bill D.

#### ABOLITION OF UNNECESSARY BONDS.

By the act approved January 16, 1895, Congress abolished the bonds required since 1792 upon the registry, enrollment, or license of vessels, and substituted therefor a direct penalty for the misuse of a ship's papers. This act has met with the cordial approval of our shipping interests and has been incidentally a measure of economy to the Government. From reports of collectors of customs to this Bureau, tabulated in Appendix N, it appears that 29,459 such bonds were issued during the fiscal year ended June 30, 1894. The preparation and custody of these bonds was a source of unnecessary expense to the Government for salaries, fees, and storage, which has now been stopped. Upon the owners and masters of American vessels these bonds imposed a useless tax of time and money from which they are now relieved.



The money value of the time and effort required to prepare a bond and obtain the necessary sureties, or the compensation of a ship broker for the preparation of a bond, may be moderately put at \$1, so that the act has saved annually to American navigation \$30,000—considerably more than the annual cost of this Bureau—while saving the Government incidentally several thousand dollars in clerk hire, fees, and contributory expenses. At the same time all the useful purposes which the bonds were designed to effect are much more satisfactorily and economically attained by the penalty system established by the act of 1895. An extension of the same principle to crew bonds is recommended.

Section 4576 of the Revised Statutes requires the master of every vessel bound for a foreign port or in the whale fishery to give a bond, with sufficient security, in the sum of \$400 for the production of all the members of his crew upon return to the United States. The obvious and desirable purpose of the law, which was enacted in 1803, is to protect American seamen from arbitrary dismissal in foreign ports; but this end can be more effectively secured, with less inconvenience to masters and owners, by repealing the requirement of a bond in all cases and imposing a penalty upon any master and owner who fail to produce all the crew upon the return to the United States. The laws require so many legal papers of various descriptions from the masters of vessels that the abolition of an unnecessary document is a distinct gain in convenience, in time, and in money to the owners and masters of vessels. During the fiscal year 1894 about 5,000 of these crew bonds were issued at the custom-houses.

The form in use requires the master to obtain at least one other person to go on the bond with him, and the master must either go to the trouble to obtain a bondsman or must rely upon the ship broker, who presumably does not supply the name without compensation. This Bureau is aware of no recent instance in which suit has been successfully instituted for the forfeiture of a crew bond, and though on several occasions it has endeavored to secure such forfeitures, its efforts have not met with such success as to warrant the belief that the present procedure can be effectually invoked. It is recommended that the bonds be abolished and that a direct penalty be imposed on the master and owner of a vessel when no satisfactory reason is given for the failure to produce any member of the crew on the return from a foreign voyage. This procedure is prompt, simple, and effectual. If the boarding officer on mustering a crew and comparing it with the crew list finds men absent and not accounted for, the collector of customs at once may impose the penalty, subject to the power of the Secretary of the Treasury to remit or mitigate it. The imposition of a fine in a few instances would have a most exemplary effect and prove a genuine protection to seamen, while failure to institute proceedings for forfeiture of the bond has undoubtedly led to the belief in some quarters that the present law is merely a form.

The collection of a fine, for obvious reasons, is usually much easier than the institution of proceedings for the forfeiture of a bond. It is proposed to fix the penalty at \$400, the amount of the bond now required by law, but this amount may be reduced by the Secretary of the Treasury when circumstances seem to warrant the infliction of a lesser penalty. The proposed change in the law will not only secure greater certainty and simplicity in execution, but will relieve the masters of vessels from the trouble and expense of procuring bondsmen. It will relieve the custom-houses of the work of preparing and preserving about 5,000 bonds annually, and to that extent will reduce the



expenditures of Government. It is believed that the proposition will be regarded with as much favor by the owners and masters of American vessels as was the repeal of registry, enrollment, and license bonds by the last Congress. At the same time, the proposition should commend itself to seamen as one much more likely to secure them prompt and certain protection than the present law. Legislation to abolish crew bonds and substitute penalties has been incorporated in section 3 of bill L, to be found under "Proposed legislation."

#### ACCOMMODATION FOR CREWS.

At the last session Congress enacted that on vessels the construction of which should be begun after June 30, 1895, a minimum space of 72 cubic feet should be provided for each member of the crew and that the spaces for the crews should be securely constructed, properly lighted, drained, ventilated, and protected from the weather and shut off as far as practicable from the effluvium of cargo or bilge water. The act was prompted by regard for the health, safety, and comfort of our merchant seamen, and it is believed that it should be gradually extended, at the reasonable convenience of masters and owners, to all seagoing vessels of the United States. It is recommended that after June 30, 1898, a minimum space of 72 cubic feet, 12 superficial feet on the deck, for each seaman be required on all seagoing vessels. By allowing two years or more to elapse before the full enforcement of this provision, ample time will be granted to every owner to enlarge and improve his crew spaces, when necessary, at his own convenience and at a time when his vessel may be undergoing repairs. The proposition thus involves no hardship on the owner and the minimum of expense. A similar law has been in force in Great Britain and Norway for some years, and more recently has been adopted by other maritime nations. An extension of the provisions of the act of March 2, 1895, concerning the measurement of vessels so as to bring all seagoing vessels after June 30, 1898, under its requirements as to minimum crew spaces, has been incorporated in section 2 of bill L.

#### ABOLITION OF ENTRY AND CLEARANCE FEES ON THE NORTHERN FRONTIER.

Section 4382 of the Revised Statutes provides a fee of 50 cents for each entry direct from a foreign port and each clearance direct to a foreign port of a vessel navigating the waters of the northern, northeastern, and northwestern frontiers of the United States otherwise than by sea. The same section provides a fee of 25 cents for receiving the manifest of each railroad car or other vehicle laden with goods, wares, or merchandise from foreign contiguous territory.

Section 22 of the customs administration act of June 10, 1890, abolished all fees exacted and oaths administered by officers of the customs, except, as provided in that act, upon the entry of imported goods and the passage thereof through the customs. In the case of *The United States v. Gustave A. Jahn et al.* (65 Fed. Rep., 792) Justice Wheeler said:

Now, Congress did not content itself by abolishing the particular sections of the law relating to fees and leaving the rest as it was, but they declared emphatically that all fees exacted by customs officers in passing goods through the custom-house, or passing them through the other way shall be abolished; that is, the whole thing was cut up by the roots, so that goods passed through without any charge for fees.



Basing their decision upon this case, the Board of General Appraisers has held that the fee of 25 cents for receiving the manifest of a railroad car on the border has been abolished, and the railroad systems running into Canada, as well as other vehicles, are now exempt from this charge.

The entry of a vessel is independent of the entry of merchandise and the passing of goods through the custom-house. It is required whether the vessel carries cargo or is in ballast, and is properly required for a variety of purposes set forth in the navigation laws, as distinguished from the laws relating to the importation of merchandise. During 1894, 20,093 vessels entered the United States with cargo and 9,912 in ballast. The fee for the entry and clearance of a vessel thus does not appear to be a fee "upon the entry of imported goods and the passage thereof through the customs," and does not appear to have been repealed by the customs administrative act of 1890.

The abolition of this charge of 50 cents on the entry and clearance of vessels on the Great Lakes and northern frontier is recommended, as the corresponding charge upon competing railroads has been abolished by the administrative act, as construed by the Board of General Appraisers. The fiscal results of this step will be an annual saving of about \$13,000 to the navigation of the lakes and northern rivers. The entries and clearances of vessels between the United States and Ontario, Quebec, and Manitoba during the fiscal year 1894 were:

|               | American. | Foreign. |
|---------------|-----------|----------|
| Entered ..... | 5, 666    | 7, 320   |
| Cleared.....  | 5, 690    | 7, 326   |
| Total .....   | 11, 356   | 14, 646  |

Fifty cents levied on each entry and on each clearance would have imposed a charge of \$5,678 on American vessels and \$7,324 on foreign vessels. The recommendation for the abolition of the fee of 50 cents upon the entry and clearance of vessels is confined to the northern borders, because their navigation comes into competition with railroads and should not be subjected to tolls from which railroads are exempt. The abolition of the corresponding fees on the seaboard (\$1.50 for vessels under 100 tons and \$2.50 for vessels over 100 tons) would be a concession to foreign vessels treble its worth to American vessels, the combined entries and clearances for 1894 of the former being 24,067 and of the latter 11,280. The recommendation made has been incorporated in section 8 of bill L.

#### TARIFF DUTIES ON SHIPBUILDING MATERIALS.

The maritime nations of the world admit shipbuilding materials free of duty. Duties are imposed in France, the Government paying back in the form of bounties for construction amounts more than equivalent to the duties and specifically designated as "compensation for customs duties." For many years our laws have recognized the propriety of exempting shipbuilding materials from tax, and by different tariff acts successive steps have been taken toward that end; but in this respect our navigation is still at a disadvantage compared with that of other nations.

By the act of June 6, 1872, all lumber, timber, hemp, manila, iron and steel rods, bars, spikes, nails, bolts, copper, and composition metal



necessary for the construction and equipment of vessels built in the United States were admitted in bond free of duty. This privilege, however, was restricted to vessels built for the foreign trade or trade between the Atlantic and Pacific Coasts of the United States, and vessels, on the materials of which duties were remitted, were not allowed to engage in the coasting trade for more than two months in any year, except on payment of the full duties.

Under the same restrictions by section 8 of the tariff act of October 1, 1890, the list of materials which could be imported free of duty was enlarged by the addition of wire rope, plates, tees, angles, and beams—the chief materials of iron and steel vessels. The scope of the privilege was also extended by a proviso that these materials could be imported free for vessels built for foreign account and ownership.

Under the same restrictions by section 7 of the tariff act of August 28, 1894, the list of materials which may be imported free of duty for shipbuilding was made comprehensive by including “all materials of foreign production which may be necessary for the construction of vessels,” and “all such materials necessary for the building of their machinery, and all articles necessary for their outfit and equipment.” The privilege, however, remains restricted to vessels built for foreigners, or for vessels in the foreign trade, including the trade between the Atlantic and Pacific Coasts of the United States. The full amount of the duties must be paid if the vessel engage for more than two months in the coasting trade.

The discrimination in favor of foreigners and against our own shipowners in this restriction seems as clear as it is incomprehensible. Presumably duties have been remitted since 1872 on these different lines of shipbuilding materials in the belief that the cost of shipbuilding would thereby be reduced and the market for shipbuilders would be increased. Both shipbuilders and shipowners accordingly would profit. If such be the purpose and actual results of this legislation, there is every reason why American shipowners should be privileged to derive at least as much benefit from the law as it now bestows upon foreign shipowners. Under the law as it has stood for twenty-three years a vessel built in Maine for a British subject, to be used, for example, between Halifax and Portland, receives the full benefit of free raw materials, while if the same vessel be built for an American citizen for trade between Portland and Boston full duties must be paid on any imported materials used.

In so far as these duties may enter into the cost of construction they both reduce the profits of the builder and increase the cost to the owner, if the latter be an American engaged in the coasting trade. A fair regard for American shipbuilders and shipowners, which has prompted the successive steps toward the same liberality shown by other nations, will suggest the extension of the act so that it shall apply to vessels for American ownership, engaged between American ports, as well as to vessels for foreign ownership in remote lands.

The constitutionality of the several provisions of law just referred to has never been called into question, and they seem to afford an adequate reply to those who profess to fear that a bill admitting foreign-built vessels to American registry for the foreign trade would constitutionally carry with it the same admission to the coasting trade. Laws distinguishing these two trades always have existed in every nation, and doubtless always will continue to exist. Our discrimination in the matter of duties on materials of shipbuilding, however, is different from the laws of other nations in that we discriminate against our own



coasting trade and in favor of foreigners. It may be held that the duties on shipbuilding materials are not heavy and that the amount of material imported is not large, so that the relief to be afforded by the removal of this discrimination would not be considerable.

Statistics are not available to show the extent of the burden, but the fact that our first steel full-rigged ship was built under the provisions of section 8 of the act of October 1, 1890, is evidence that there is an appreciable gain to American shipbuilding and navigation in the policy advocated. By extending to the full year instead of two months the privilege of free raw materials for coasting vessels, it is believed that not only would the coasting trade benefit, but our foreign trade as well, through the employment of vessels, ordinarily in coasting trade, at favorable opportunities in the foreign trade. The same reasons apply to the use, free of duty, of materials for repairs as for materials of construction. The removal of these discriminations against our coasting trade is the aim of bill I, "Proposed legislation."

#### TRANSFER OF SEA STORES.

Sections 2795, 2796, and 2797 of the Revised Statutes, enacted in 1799, exempt from duty the sea stores of vessels, so long as they remain on board the ship for which they are purchased. It is believed that this privilege can be extended with advantage to our shipping by permitting the transfer of such stores under proper supervision from one vessel to another vessel of the same line. This recommendation has been suggested by the recent experience of our only transatlantic line. That line now operates nine steamships under the American flag and others under foreign flags between New York, Philadelphia, Southampton, and Antwerp. Changes in the direction of trade and travel and the necessity for repairs from time to time will require the substitution of one steamer for another and the transfer of crews, stores, and equipments.

On such an occasion recently, when the International Navigation Company was recasting its service, it was found that the law does not permit the transfer of stores from one ship to another of the same ownership except upon payment of duty. While such transfer could readily be effected in a foreign port, in its home ports the company was denied this ordinary business privilege. Such petty obstacles furnish one out of the several reasons why our navigation has not thrived, and as they develop from time to time it is believed that they should be removed. No question of principle is involved in the proposed extension of the law concerning sea stores, as the extension is to apply only to vessels of the same ownership, where there is to be no transfer of stores by sale, but merely a transfer from ship to ship under customs supervision. This recommendation is embodied in section 16 of bill L under "Proposed legislation."

#### STATE TAXATION OF SHIPPING.

Action by the legislatures of Maine, Michigan, Minnesota, and Wisconsin and agitation in the legislatures of California and Massachusetts during the current year warrant the hope that seaboard and lake States are awakening to the economic mistake and injustice of heavy taxation of shipping as property. It is a mistake for the States in their relation to the Union to impose such taxes, for they place American vessels at a disadvantage in competition with the vessels of our sagacious and untiring foreign rivals. It is a mistake for the States in their relations to one another, for such taxes defeat their own ostensible ends by driv-



ing shipping from an exacting home port to a port in another State more farsighted and liberal in its tax policy. These taxes are unfair, for, from the nature of the vessel, it can enjoy only to a slight extent the benefits of those public undertakings to which, in the main, the proceeds of State and local taxes are devoted. In the last annual report of the Bureau a comparative table of the taxes paid by American and foreign shipping as property was published, which is hoped to have been not without effect in promoting the legislation of the year, and, as the legislatures of some States were not in session during 1895, it is reprinted in Appendix K of this report.

The most liberal law of the year was enacted by the legislature of Minnesota, providing for an annual tax of 3 cents per net ton on all vessels of the State navigating international waters, in lieu of all other State and local taxes. This rate of taxation brings Minnesota abreast of New York, Alabama, Delaware, and Pennsylvania, which exempt American vessels in foreign trade from all State and local taxes, abreast of Massachusetts and Connecticut, which tax only the incomes of American vessels engaged in foreign trade, and in advance of Great Britain and Germany, which tax only the income of shipping, but at a rate which produces a tax compared with tonnage or valuation higher than that imposed by the new Minnesota law. Under the former law of the State, shipping at Duluth last year, 2,735 gross tons, paid \$3,763 in State and local taxes, or fully \$1.50 per net ton. Large transfers of vessel property to Duluth are now under way.

Great Britain and Germany are to-day and for the future are destined to be our opponents in any effort the United States may make to obtain a becoming share in the ocean carrying trade. Those who make the laws for our seaboard States may with advantage, then, imitate the liberality shown toward shipping by those nations. The Cunard Steamship Company, according to its latest annual report, paid an income tax to the British Government last year of \$11,304. Its fleet of 112,124 gross tons is valued on the company's books at \$7,927,853. The tax paid was thus the equivalent of a tax of 10 cents per ton, or on each \$1,000 of valuation the company paid \$1.42 taxes, about one-seventh of 1 per cent. The report of the North German Lloyd Company is even more significant. Its income tax was \$11,931, while its fleet of 211,941 tons is valued at \$16,395,600. The tax was thus equivalent to a tax of 5.6 cents per ton, or of 72 cents on each \$1,000 of valuation, about one-fourteenth of 1 per cent. The conversion of an income tax into terms of a tax per ton or per \$1,000 of valuation is not employed as a scientific method of comparison but as the only one available. The tax varies, of course, with the income, which varies with the business of the corporation or the year.

The following table, based on this year's reports of the companies named, is fairly illustrative of the taxes paid by the British and German shipping with which we compete:

| Company.                         | Income tax. | Tonnage. | Valuation.  | Tax.          |              |
|----------------------------------|-------------|----------|-------------|---------------|--------------|
|                                  |             |          |             | Per ton.      | Per \$1,000. |
|                                  |             |          |             | <i>Cents.</i> |              |
| Cunard Co.....                   | \$11,304    | 112,124  | \$7,927,853 | 10            | \$1.42       |
| Pacific Steam Navigation Co..... | 2,957       | 109,059  | 5,961,888   | 2.7           | .49          |
| Royal Mail Co.....               | 5,429       | 80,359   | 5,583,012   | 6.7           | .96          |
| North German Lloyd.....          | 11,931      | 211,941  | 16,395,600  | 5.6           | .72          |
| Hamburg-American.....            | 9,494       | 170,000  | 11,255,910  | 5.5           | .84          |
| Total.....                       | 41,115      | 683,983  | 47,124,263  | .....         | .....        |



It is not deemed necessary to compare these figures with the taxes laid on American vessels as property at our principal ports for the current year, but it is suggested that in any locality the local taxes, tonnage, and assessed valuation of shipping taxed can readily be ascertained and the comparison made by those directly concerned.

The new law enacted this year by the Maine legislature fixes the valuation of shipping for taxation at \$20 per gross ton for new vessels, with a reduction of \$1 each year of a vessel's life. As the rate of taxation at Maine seaports is about 2 per cent, the new law imposes a tax of 40 cents per ton, reduced by 2 cents each year of a vessel's life. While this rate is very high compared with the rates noted above, the act undoubtedly is not only a considerable measure of relief to Maine shipowners, but a step, though not a long one, toward the creation of new conditions under which the United States can again compete for the foreign carrying trade. Clearly no such competition was possible for that State when taxation bore such a relation to value as that indicated by the following comparison of the assessed value and selling price of certain vessels from the records of Bath, Me., in February of the current year before the new act was passed:

| Vessel.               | Year built. | Per ton.        |                | Total.          |                |
|-----------------------|-------------|-----------------|----------------|-----------------|----------------|
|                       |             | Assessed value. | Selling price. | Assessed value. | Selling price. |
| Normandy.....         | 1878        | \$18. 00        | \$11. 78       | \$9, 774        | \$6, 400       |
| S. P. Hitchcock.....  | 1879        | 19. 00          | 13. 50         | 11, 476         | 8, 160         |
| Geo. M. Adams.....    | 1881        | 21. 00          | 11. 98         | 13, 461         | 7, 680         |
| T. W. Hyde.....       | 1882        | 22. 00          | 10. 06         | 11, 330         | 5, 184         |
| Celina.....           | 1882        | 22. 00          | 16. 46         | 14, 542         | 10, 880        |
| Carrie A. Norton..... | 1883        | 23. 00          | 12. 02         | 12, 857         | 6, 720         |
| Henry P. Mason.....   | 1884        | 24. 00          | 16. 71         | 17, 280         | 12, 032        |

The new act of Wisconsin fixes an assessed valuation, with reductions for age, ranging from \$15 per net ton for new steel steamers to \$7 per net ton for wooden sailing vessels. While this valuation is understood to be less than that formerly fixed in the State and is less than half the valuation recently adopted by Maine, the taxes imposed under it will be greatly in excess of those imposed under the new law of the adjacent State of Minnesota. It is not difficult to conjecture which port, Duluth, Minn., or Superior, Wis., the owner of a steel steamer of 2,000 net tons will select as the port of actual or nominal ownership and taxation. Under the Minnesota law the vessel would be taxed \$60, under the Wisconsin law from \$550 to \$650 annually, according to the current tax rate. The certain effect of the lower tax law is, first, to attract shipowners, and second, to obtain a slight revenue, while the effect of the higher tax law as surely must be to expel shipowners and lose revenue. The new tax laws of Maine, Michigan, Minnesota, and Wisconsin are printed in Appendix K.

The handicap which some of the States, through heavy taxes, have put upon American competition for the oversea carrying trade, and the great inequality in the methods of taxation adopted by the States, led years ago to the advocacy of the regulation by Congress of the taxation of vessels in foreign and interstate commerce. The opinion was ventured in this report last year that "a prompter and more effectual method to obtain relief than an appeal to Congress, which is sometimes advised, would be to put to the test the constitutionality of State laws in view of decisions of the United States courts, or, better still, to apply to State legislatures for the passage of more liberal



laws, of which the law of the State of New York is a type." This opinion is confirmed by the success which has attended appeals to State legislatures during the year and by an opinion which the Solicitor of the Treasury has furnished as to the probable unconstitutionality of an act of Congress exempting American vessels in foreign trade from taxation for State and local purposes. That opinion may be found in Appendix K. It is noted that the Supreme Court of the United States (*Moran v. New Orleans*, 112 U. S., 69) says:

And it is undoubtedly true, as it has often been judicially declared, that vessels engaged in foreign and interstate commerce, and duly enrolled and licensed under the acts of Congress, may be taxed by State authority as property; provided the tax be not a tonnage duty, is levied only at the port of registry, and is valued as other property in the State, without unfavorable discrimination on account of its employment.

And again (*Transportation Company v. Wheeling*):

By authority (of *Gibbons v. Ogden*, opinion by Chief Justice Marshall) it is settled that the power to tax and the power to regulate and prohibit taxation are given in the Constitution by separate clauses, and that those powers are altogether separate and distinct from the power to regulate commerce, from which it follows, as a necessary consequence, that the enrollment of a ship or vessel does not exempt the owner of the same from taxation for his interest in the ship or vessel as property upon a valuation of the same, as in the case of other property.

These decisions appear to show that should Congress pass an act exempting American vessels in foreign trade from taxation as property for State and local purposes the courts would declare it an unconstitutional curtailment of the rights of the State. But even if, in view of other decisions of the courts, there may remain doubt as to the probable constitutionality of the act suggested, that doubt, coupled with other obstacles such a measure would probably encounter in Congress, would be sufficient to prevent its passage. Efforts to secure Congressional action upon this subject, it is believed, are a misapplication and waste of energies, which directed toward State legislatures have already effected desirable results and are capable of effecting more such results.

Such efforts as Congress and the energy and capital of our citizens may put forth to restore American participation in the ocean-carrying trade would be greatly assisted if the maritime States should each adopt the law to which New York State may, in part at least, attribute its present maritime supremacy. That law, enacted first for fifteen years in 1881, and again enacted for thirty years in 1892, provides:

SECTION 1. All vessels registered at any port in this State and owned by any American citizen or association, or by any corporation incorporated under the laws of the State of New York, engaged in ocean commerce between any port in the United States and any foreign port, are exempted from all taxation in this State for State and local purposes; and all such corporations, all of whose vessels are employed between foreign ports and ports in the United States, are exempted from all taxation in this State for State and local purposes upon their capital stock, franchises, and earnings for the period of thirty years.

#### REPEAL OF ARCHAIC STATUTES.

The repeal of sections 4589 and 4590 of the Revised Statutes is recommended. These sections are part of the act of May 28, 1796, and relate to the obsolete practice of the impressment of American seamen by foreign powers. For over seventy years these laws have served no other purpose than to require from the master of every American vessel at every entry from a foreign port a superfluous and meaningless oath. The form of the master's oath now required is as follows:

I further swear that no part of the crew of the said vessel has been impressed or detained in the course of the last voyage by any foreign power.



The attempt of foreign powers, notably Great Britain, to impress American seamen was checked by the war of 1812 and by changes in the practices of maritime nations which resulted from it, if not directly involved in the treaty stipulations which followed. This Bureau has not deemed it worth while to ascertain the date when the last American seaman was forcibly impressed by a foreign power and removed from an American vessel on the high seas, but it was in all likelihood beyond the memory and probably before the birth of any Member of Congress, or any officer of the Government, or of any present master of an American vessel. Yet the laws and the regulations based on the laws for very many years have required the masters of American vessels at each entry from a foreign port under penalty of \$100 "to declare on oath whether any of the crew of the vessel under his command have been impressed or detained in the course of his voyage." The oath prescribed in section 4590 and the report to a consul prescribed in section 4589 have become useless.

The impressment of an American seaman at the present time by any foreign power is too remote a contingency to be provided for in a body of practical laws. Should it be undertaken, word of the affront to the nation would reach the United States long in advance of the report prescribed by the statute, and the action of the Government would not in any way be assisted by this law. It is believed that there can be no objection to the repeal of laws which have no usefulness and survive to the inconvenience of American masters and customs officers. The survival of such useless laws and penalties tends to bring law itself into contempt or to create among navigators an impression of legislative indifference to their calling.

The sections of the Revised Statutes in point, 4589 and 4590, read thus:

SEC. 4589. The master of every vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, shall, at the first port at which such vessel arrives, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately make a protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained; distinguishing also whether he was an American citizen; and, if not, to what nation he belonged. Such master shall also transmit by post, or otherwise, every such protest made in a foreign country, to the nearest consul or agent, or to the minister of the United States resident in such country, if any such there be; preserving a duplicate of such protest, to be by him sent immediately after his arrival within the United States to the Secretary of State, together with information to whom the original protest was transmitted. In case such protest shall be made within the United States, or in any foreign country, in which no consul, agent, or minister of the United States resides, the same shall, as soon thereafter as practicable, be transmitted by such master, by post or otherwise, to the Secretary of State.

SEC. 4590. The collectors of the districts of the United States shall, from time to time, make known the provisions of the two preceding sections to all masters of vessels of the United States entering or clearing at their several offices. The master of every such vessel shall, before he is admitted to an entry by any such collector, be required to declare on oath whether any of the crew of the vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of the preceding section. Every master who willfully neglects or refuses to make the declarations herein required, or to perform the duties enjoined by the preceding section, shall be liable to a penalty of one hundred dollars. The collectors shall prosecute for any forfeiture that may be incurred under this section.

Section 4588, referred to in section 4590, provides a method for the naturalization of seamen. It is not necessary that collectors of customs, as required in section 4590, should make known to the masters of vessels the provisions of section 4588. To be the master of an



American vessel one must already be an American citizen, and the intelligent among foreign-born sailors on American merchant vessels know that American citizenship is a necessary qualification of an officer of an American merchant vessel.

The repeal of sections 4589 and 4590 is embodied in section 15, bill L, found under the head "Proposed legislation."

By changes in the direction of trade and in the construction of vessels and by the increase of custom-houses and changes in the laws concerning navigation and transportation, various provisions of the Revised Statutes, useful in their day, have become virtually obsolete. The repeal of such sections is desirable in order that the laws relating to navigation may be as compact and intelligible as possible. The interests and convenience of commerce suggest that at some time the navigation laws should be codified, and the repeal of statutes, which from various causes have lost their vitality, is a necessary preliminary to that work as well as intrinsically proper.

Sections 4306 and 4307 require every vessel of the United States going to a foreign country to carry a passport under penalty of \$200 fine for each offense. The law was enacted in 1796, and has been a dead letter for many years. Its purpose was to afford American vessels protection in the Mediterranean against the Algerines and pirates of the Barbary States. An effort of this Bureau to obtain one of these passports to supply the Naval War College with a complete set of the marine documents prescribed by the laws of the United States succeeded only in developing the fact that a few passports, with their quaint, curved line, are preserved as curiosities in the State Department. They are not known to modern commerce. It is suggested that the repeal of sections 4306 and 4307 is desirable, and it is provided for in section 15 of bill L, under the head "Proposed legislation."

The repeal of sections 4133 and 4134 of the Revised Statutes is recommended. Section 4133 is part of the act of December 31, 1792, and section 4134 was enacted March 27, 1804. The sections read:

SEC. 4133. No vessel shall be entitled to be registered, or, if registered, to the benefits of registry, if owned, in whole or in part by any citizen of the United States who usually resides in a foreign country, during the continuance of such residence, unless such citizen be a consul of the United States, or an agent for and a partner in some house of trade or copartnership, consisting of citizens of the United States actually carrying on trade within the United States.

SEC. 4134. No vessel shall be entitled to be registered as a vessel of the United States, or, if registered, to the benefits of registry, if owned in whole or in part by any person naturalized in the United States, and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be a consul or other public agent of the United States. Nothing contained in this section shall be construed to prevent the registering anew of any vessel before registered, in case of a sale thereof in good faith to any citizen resident in the United States; but satisfactory proof of the citizenship of the person on whose account a vessel may be purchased shall be exhibited to the collector, before a new register shall be granted for such vessel.

The political conditions which many years ago led to the enactment of these laws have entirely passed away, but the laws survive as an obstacle to the ownership of American vessels and to the extension of our foreign trade under the American flag. Section 4133 was taken by our early lawmakers almost verbatim from chapter 60 of the acts of Parliament of the twenty-sixth year of the reign of George III (1786). That act, it may be noted in passing, was the model after which the earliest Congresses of the United States framed our legislation concerning navigation, and though Great Britain long ago repealed the restrictive features of that act, our own country, in most matters the



more progressive nation, has not thus far subjected its early shipping laws to close scrutiny with a view to discarding what has become inapplicable to modern conditions.

Section VIII of chapter 60 of the laws of the twenty-sixth year of George III provided:

VIII. *And be it enacted by the authority aforesaid*, That no subject of His Majesty, his heirs and successors, whose usual residence is in any country not under the dominion of His Majesty, his heirs and successors, shall be deemed entitled, during the time he shall continue so to reside, to be the owner in whole or in part of any British ship or vessel, required and authorized to be registered by virtue of this act, unless he be a member of some British factory, or agent for, or partner in, any house or copartnership actually carrying on trade in Great Britain or Ireland.

Both the American and the British law were products of the mutual distrust of the time of their enactment and reflected a fear on the part of each country that in some manner those professing to be its citizens would use its flag against their own country. The privateer merchantman, against which the laws in question were addressed, exists now only in history and fiction. The freedom of the United States from foreign alliances and complications and our position as the world's great neutral power may well be turned now to the advantage of our commerce.

Through their extended colonial systems Great Britain, Germany, and France are in a position to conduct the great share of the carrying trade of Asia, Africa, South America, and the islands of the Atlantic and Pacific. The American citizen who, for trade purposes, becomes a resident of the undeveloped or partially developed regions of the world is at best at a disadvantage in competition with the citizen of any of the powers named, who has the unflagging support of the laws of his country in his efforts to push trade. It seems an unnecessary and unreasonable hardship to deny to any American citizen, with the enterprise to seek to develop new channels of trade, the complete and recognized use of an American vessel.

If an American citizen goes to Central or South America or the islands of the Pacific to build up trade with the United States, legislation should favor, not impede, his venture. Yet the law in question denies to him the right to buy and register an American-built vessel to carry on his project unless he receives an appointment as consul or is an agent for or partner in some American firm. He is at entire liberty to charter for an indefinitely long period a foreign vessel and use it in trade between his place of temporary abode and the United States, or a foreigner can buy and operate an American vessel in trade with the United States. But the American citizen can own and operate in that trade a vessel built in his own country only on the conditions named or as a matter of record, not of register, thus placing the vessel outside the documented American merchant fleet. The law, to be sure, can readily be evaded, for it is easy to organize on paper a copartnership in the United States and thus go through the form of compliance with its provisions. It is the spirit of the law which is oppressive.

It need not be apprehended that the repeal of the law is a covert attack on domestic shipbuilding. In so far as it has any effect, the law as it has stood for a century is an injury to American shipbuilding by rendering it difficult for certain American citizens, likely to require ships for trade, to obtain them in domestic yards under the national register.

Section 4134 was enacted at the request of President Jefferson, and is one of the earliest steps in legislation which culminated in the embargo and non-intercourse acts so destructive for the time to American navigation. As the theory of those later acts was that our merchantmen



were unable to take care of themselves and the Government was not strong enough to take care of them, and that, therefore, it was wisdom to keep them off the seas altogether, so this section was enacted on the theory apparently that the fewer the owners of American vessels in remote parts the less would be the responsibility of the Government for their conduct and protection. If it be the present aim of the law to restrict the number of American shipowners the statute is still defensible. But if the law aims to extend American ship owning and shipbuilding this statute may well be repealed.

The nation undertakes to afford the fullest protection in the enjoyment of all their rights to its naturalized citizens abroad as well as at home, and there seems to be no reason at this time why the naturalized citizen should be put under suspicion by the law as one not to be trusted abroad with the ownership of a registered American-built vessel. The theory on which the law was enacted that the Government might be unable to protect the remote commercial ventures of its citizens is no longer tenable. In addition to its present function as the protector of our missionaries and religious enterprises abroad, our Navy is rapidly becoming strong enough, when necessary, to protect an American foreign commerce, if only that commerce be allowed to exist. The denial to any American citizen, native born or naturalized, of the right to own a registered American-built ship at home or abroad is to the full extent of its operation a discouragement to American navigation, and also to American shipbuilding. The repeal of sections 4133 and 4134 is provided for in section 15 of bill L, in "Proposed legislation."

Only American-built vessels have the privilege of engaging in the coasting trade of the United States. That privilege has a money value, and with it a vessel is worth more than without it. Yet in certain cases the law has virtually stripped American vessels of this factor of value, and to an extent thus works to the disadvantage of our shipbuilders and shipowners. It is assumed that the United States desire to sell vessels to foreigners. Legislation which deprives our vessels of any factor of value is in conflict with this desire. Section 4165 of the Revised Statutes, comprising acts of 1797 and 1804, provides that an American vessel which has been sold to a foreigner shall not be entitled to an American register when repurchased by an American citizen.

If the law laid a duty on repairs to American vessels in foreign ports this section might be regarded as a measure to prevent the temporary transfer of an American vessel to a foreign flag in order to obtain the benefit of cheap repairs and its subsequent return to the American flag. There is, however, no such law, except for enrolled and licensed vessels on the Great Lakes. A registered American vessel may be repaired to any extent abroad, short of a change of build; so the section as it stands does little or nothing to secure repair work for our yards. It becomes, therefore, a restraint, if only a slight one, on the market for American vessels, which may well be removed. The laws of Cuba and of several South American countries permit only vessels owned by their citizens and under the national flag to engage in their coasting trade. The market for American vessels would be somewhat enlarged, it is believed, if we permitted the sale of vessels to citizens of these countries and their repurchase by American citizens whenever conditions of business rendered it profitable to move from the coasting trade of one country to the coasting trade of another.

Instances have come to the notice of this Bureau where a sale of an American vessel to a Spanish citizen has been made to conform to the



Spanish law and the vessel has been engaged in profitable trade for two or three years. When that trade was concluded permission was asked for the issue anew of an American register, and evidence, almost conclusive, was offered that there had been no bona fide sale, but that a nominal transfer had been made for the purpose of evading the Spanish regulations. Such statutes render difficult shipowning and shipbuilding, and put both interests in this country at a disadvantage compared with our foreign rivals. The value of an American-built vessel and the likelihood of its sale to a foreigner would be increased if the vessel retained the privilege, on again becoming American property, of entering the coasting trade of the United States, which now can be done only by paying alien tonnage dues, virtually prohibitory. The same section provides that an American vessel seized or captured by a foreign power, when recovered, shall be entitled to a new register only on the application of its owner at the time of seizure, or his estate. This provision of law is most infrequently applied, and no reason is now apparent for the fine distinction in purchasers drawn nearly a hundred years ago, when it was passed. It is believed that the repeal of section 4165 in its entirety would benefit our navigation, but lest there be apprehension that the repeal might deprive American yards of work on the change of build of vessels, it is proposed that the section be amended in such a manner as to prevent even that remote contingency. The three sections, 4133, 4134, and 4165, in so far as they are operative at all, deprive American citizens of the privilege of owning and operating American-built vessels under American registers, and to that extent they discourage American ship owning and shipbuilding. There may have been warrant for section 4165 at the time of its enactment, before our treaties of commerce and friendship were enacted, and when discriminating tonnage taxes were imposed. But by treaty with nearly every maritime nation foreign vessels are now placed on an equality with national vessels. Discrimination is now shown only against the American owner of an American vessel which by foreign purchase has lost the right to a new register on repurchase by an American. An American-built vessel, if sold to a foreigner, can engage in foreign trade with the United States, but can not engage in the coasting trade. If repurchased by an American citizen the vessel is barred by section 2497, Revised Statutes, from engaging in foreign trade with the United States, and can not engage in the coasting trade except by paying a prohibitory tax of 50 cents a ton on each entry.

Whatever differences of opinion there may be concerning American ownership of foreign-built vessels under the American flag, it is submitted that there should be no difference of opinion about giving American citizens the greatest latitude in owning American-built vessels under the American flag. The three sections of the Revised Statutes referred to all curtail that privilege. An amendment proposed to section 4165 may be found in section 9 of bill L.

#### MISCELLANEOUS PROVISIONS.

Section 2835 provides that—

Vessels bound up James River, in the State of Virginia, shall not be required to stop in Hampton Roads to deposit a manifest with the collector at Norfolk. But the master of the revenue-cutter stationed at Norfolk shall, under the orders of the Secretary of the Treasury, board all such vessels, and indorse their manifests, and place an officer on board of each vessel bound up James River, having a cargo from a foreign port. If, however, there is no revenue-cutter on that station for the purpose of boarding vessels, or when the state of the weather may be such as to render it impracticable to send an officer on board any vessel bound up James River, having a cargo from a foreign port, the captain shall deposit, with the surveyor at Hampton, a copy of the manifest of the cargo on board such vessel.



The collector of customs at Newport News reports:

We have no account of any foreign vessel touching at this port on its way up James River, and if any have passed they were for Richmond, Va., where there is a custom-house. None of the vessels in the coasting trade up the James River deposit a manifest at this office, or are boarded by any of the officers connected with this port. If the officers of the revenue cutter stationed at Norfolk, Va., ever board any foreign vessel no report has ever been made to this office, and I do not know that such is the practice. A foreign vessel arriving in Hampton Roads, destined to Norfolk or Newport News, goes direct to destination, but if for orders only, the inspector and boarding officer at Old Point Comfort take her in charge and at the expiration of forty-eight hours bring the master to this office to make regular entry. If orders are received within the forty-eight hours the inspector at Old Point certifies the manifest and allows the vessel to depart. As a matter of fact, section 2835 is inoperative on account of the lapse of time since it was promulgated and the present condition of affairs.

The repeal of section 2835, which is suggested in section 15 of bill L, will remove a superfluous provision of law which serves no purpose.

Section 2834 requires the master of any vessel bound to any district in Connecticut by way of Sandy Hook to deposit a manifest of his cargo with the collector at New York before he passes New York, and requires the master of any vessel bound to the district of Burlington, N. J., to deposit a manifest of cargo with the collector at Philadelphia before he passes Philadelphia. The collector of customs at New York reports:

Upon investigation I find that the law is obsolete so far as this port is concerned. Very few, if any, vessels from a foreign port ever come through Sandy Hook bound for Connecticut, and none in recent years. One reason why vessels avoid coming that way is that they evade payment of pilotage at Sandy Hook and again at Hell Gate, which otherwise they would be obliged to pay. Further, the perils of navigation are less by way of Long Island Sound. This, of course, applies to sailing vessels. This office has no knowledge that an ocean-going steamship ever came through Sandy Hook destined for Connecticut.

The collector of customs at Philadelphia reports:

Whatever necessity existed at the time of the passage of the act of March 2, 1799, which required the master of a vessel bound to the district of Burlington to deposit with the collector of the port of Philadelphia a true manifest of the cargo on board, such necessity no longer exists. The upper Delaware is not navigable for vessels to discharge foreign cargoes at Trenton, N. J.; hence no vessels pass Philadelphia for that purpose, and the section referred to is consequently a nullity so far as it relates to this port.

The repeal of the superfluous provisions of section 2834 is recommended in section 14 of bill L, "Proposed legislation."

Section 2584 provides that any vessel of 500 tons or over, coming from or going to sea, may proceed directly to or from the port of Vallejo, and report through the deputy collector at that port to the collector of customs at San Francisco. The collector of customs at San Francisco states:

The causes which led to this legislation do not now exist. Vallejo is not a commercial seaport. No vessels ever enter there, and no customs officer is stationed at said place, the position of deputy collector having been abolished years ago by the Secretary of the Treasury. Should it ever happen that a vessel desires to proceed to Vallejo to discharge cargo after having entered at San Francisco, the provisions of section 29, act of June 26, 1884, would answer the purpose, but there is no probability of such contingency arising.

For the same reasons section 2824, which provides for the discharge of cargo at Vallejo under direction of the deputy collector after entry at San Francisco, has become useless. The repeal of sections 2584 and 2824 are recommended in section 15 of bill L.

Section 2585 provides that any vessel of 100 tons or over, coming from or going to sea, may proceed to or from [either] the port of Eureka [or



the port of Wilmington] and report through the deputy collector to the collector of customs at San Francisco. The collector of customs at Eureka observes that the creation of the collection district of Humboldt, Cal., in 1882 obviates the necessity for the privilege bestowed by section 2585, and adds: "This section is a dead letter and should be directly repealed, as it is now by implication." The collector of customs at Los Angeles notices that the port of Wilmington no longer exists, having become the port of San Pedro, and vessels arriving or departing are reported by the deputy stationed there to the collector for the district of Los Angeles, of which San Pedro is a subport and port of entry. The repeal of section 2585 is provided for in section 15 of bill L.

Section 2897 provides that salt may be unladen on the right bank of the Mississippi at any point opposite the city limits of New Orleans. The section is unnecessary, as by section 29 of the act of June 26, 1884, vessels laden with coal, salt, and other articles in bulk may be allowed to proceed to any place within a collection district designated by the Secretary of the Treasury for the purpose of unloading. The collector of customs at New Orleans reports that this section may be repealed without detriment to the interests of vessels or of the Government, and its repeal is proposed in section 15 of bill L.

Sections 2570, 2571, 2572, 2573, 2574, and 2575 of the Revised Statutes relate to the entry and clearance of vessels at the ports of Bayou St. John, Lakeport, Pontchartrain, and the basin of the Canal de Carondelet, near New Orleans. These sections were enacted in 1804, 1816, 1831, and 1854, and the collector at New Orleans reports that there appears to be no further necessity for the special privileges bestowed by these sections. The privileges are covered, to a considerable degree, by general legislation now in force, and the Bureau does not understand that they are now availed of to any material extent. The legislation is special in its nature, except section 2570, which is a reproduction in part of section 2772, Revised Statutes, and in view of the facts, and of the statement of the collector of customs, the sections may properly be repealed, as proposed in section 15 of bill L.

#### THE REVISED RULE OF THE ROAD.

At the time of the preparation of the last annual report of this Bureau the principal maritime nations of the world that participated in the International Marine Conference at Washington had given their assent to the revised rules to prevent collisions at sea, drafted by the Conference, and expressed their willingness to enforce those rules on and after March 1, 1895. The President of the United States had issued his proclamation, declaring them to be in effect after that date upon vessels of the United States, and it was understood that the most important undertaking of the Conference had at last been successfully carried out. Late in October the British Government, which had proposed March 1, 1895, as the date for the enforcement of the revised rules, notified the Government of the United States that as all the maritime powers had not yet given their adhesion to the new regulations, it would be impossible to enforce them on the date proposed. It was pointed out to the British Government that the principal maritime nations, except Great Britain, had taken or were about to take the necessary measures to enforce the rules at the date agreed upon and the powers of the President of the United States had been exhausted by the issue of his proclamation.



The British Government in January announced that "owing to the opposition which has been raised in England to certain articles in the proposed regulations, especially that relating to fog signals, Her Majesty's Government now finds it impossible until Parliament has been consulted to fix a date for bringing the regulations into force." The withdrawal by the British Government in January of its support of a proposition advanced by it in the previous April and accepted by the United States and other Governments on its assurance that it had carefully considered the criticisms of foreign and colonial Governments and British shipowners, and had decided to adhere to the new regulations as finally agreed upon by all, left the United States two alternatives, either to assent to a postponement of the date when the regulations were to go into effect, or to require its vessels to navigate under the revised rules while British vessels were navigating under the rules of 1885.

The confusion and possible danger to life and property on the sea consequent upon the use of differing codes of fog signals by vessels of different nations, as well as the probability that should collisions occur the new rules might be brought into disfavor and the important work of the Washington Conference thus lost, seemed to this Bureau reasons for assent to a postponement of the date for enforcing the revised rules too strong to be resisted. With the approval of a majority of the delegates of the United States to the Conference a bill was introduced in Congress (accompanied by a transcript of all the diplomatic correspondence bearing upon the subject—Senate Ex. Doc. No. 75, Fifty-third Congress, third session) providing that the revised rules should not go into effect upon March 1, 1895, but at a subsequent time to be fixed by the President by proclamation issued for that purpose. The bill was passed and approved by the President.

On March 25 a select committee of the House of Commons was appointed at the instance of Sir Donald Currie, representing British shipowners, to consider the objections raised in England to article 15, relating to fog signals, of the proposed regulations. This committee, during May and June, examined many witnesses, but its work was brought to an abrupt close by the overthrow of the ministry and the subsequent dissolution of Parliament. The brief report of the committee reads:

The committee, in respect of the short time which remains for the consideration of their report during the present session, resolve to report the evidence to the House, and to express an opinion that a committee should be appointed as soon as practicable in the next session of Parliament for the purpose of considering the evidence and reporting to the House.

The effort was made by officers of the Government of the United States, through officers of the British Government, to secure the reappointment and assembly of the committee of the House of Commons during the August session of the new Parliament so that the final report of that committee might be available by the time the Congress of the United States should assemble in December. This effort, however, failed, owing to the small attendance at the summer session of Parliament and to the fact that little beyond appropriation bills was considered at the session. It is the understanding of this Bureau that the committee will be reappointed immediately after the meeting of Parliament in February, will lose no time in reporting, and that its action will be promptly communicated to the Government of the United States.



A review of the one hundred and forty-five pages of testimony before the committee of the House of Commons (Blue Book, No. 369, Rule of the Road at Sea, 1895), shows that objections are raised to the siren on steam vessels, on the theory that it should be used solely as a warning on a light-house or from the land, and to the following paragraphs of article 15 of the proposed revised rules:

(e) A vessel at anchor at sea, when not in ordinary anchorage ground, and when in such a position as to be an obstruction to vessels under way, shall sound, if a steam vessel, at intervals of not more than two minutes, two prolonged blasts with her whistle or siren, followed by ringing her bell; or, if a sailing vessel, at intervals of not more than one minute, two blasts with her fog horn, followed by ringing her bell.

(g) A steam vessel wishing to indicate to another "The way is off my vessel, you may feel your way past me," may sound three blasts in succession, namely, short, long, short, with intervals of about one second between them.

(h) A vessel employed in laying or picking up a telegraph cable shall, on hearing the fog signal of an approaching vessel, sound in answer three prolonged blasts in succession.

(i) A vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by these rules, shall, on hearing the fog signal of an approaching vessel, sound in answer four short blasts in succession.

Most of the changes in the rules made by the Washington Conference have met the cordial approval of the maritime world. There is every likelihood, accordingly, that its most important work will be approved and in due season become the law of nations. It is conceded that from six to nine months' notice should be given to the marine interests of the world before the revised rules are put into effect. It is assumed that the British Government and Parliament, in view of the respect to their wishes paid by the Congress and Government of the United States in consenting to a postponement of the enforcement of the revised rules, will take prompt action in February so that the postponement shall not be unduly extended. Should the report of the British committee be rendered in March and prove to be one in which this Government, having due regard for the maritime interests of the United States, may concur, it should be possible to put the revised rules into operation during the calendar year 1897.

#### INLAND RULES TO PREVENT COLLISIONS.

The rules to prevent collisions on the rivers, harbors, and inland waters of the United States now in force were originally enacted in 1864. By the act of April 29, 1864, the United States adopted for its vessels the rules in use by Great Britain. In 1871 some modifications of these rules, mainly in so far as they relate to steam vessels, were made. In the revision of the Statutes the regulations to prevent collisions were incorporated in sections 4233, 4234, 4412, and 4413. Until 1885 they governed the conduct of American vessels on the high seas as well as on inland waters, but in that year the United States adopted the international regulations, which are still in force on the high seas and coast waters of the United States, except rivers, harbors, and inland waters, to which the provisions of the Revised Statutes referred to apply. In 1890 Congress adopted the revised international regulations, proposed by the International Marine Conference of Washington, which embody the best thought of the maritime world upon the subject of the prevention of collisions at sea. At the last session Congress enacted a code for the Great Lakes, based on the international regulations, modified to meet the peculiarities of lake navigation.

A synoptical table of these four sets of rules to prevent collisions may be found in Appendix L.



In several important respects the laws for the regulation of inland navigation are behind modern requirements of safety, as disclosed in the rules which all other nations have adopted. On inland waters, rivers, and harbors a sail vessel under way in the fog is required to sound a fog horn at intervals of not more than five minutes. This requirement was enacted in 1864, when our sailing tonnage outranked, four to one, our steam tonnage. Our sail and steam tonnage are now nearly equal. There has consequently been a large increase in the speed of our whole merchant fleet, and even in foggy weather, when reduced speed and cautious navigation are enjoined, vessels undoubtedly proceed more rapidly than thirty years ago. In order that a sound signal should have the same efficacy as formerly, it must be repeated more frequently.

The international rules of 1885, in force all over the world, require a sailing vessel under way in the fog to sound once in two minutes. The Washington conference recommended that the interval be reduced to one minute, and, while some of its recommendations have provoked discussion, there is unqualified assent to the wisdom of this change. The new lake rules adopted by Congress in 1895 require a sailing vessel to sound once a minute when under way in the fog. The reasons which have led to the adoption of the more frequent signal on the high seas and Great Lakes apply with even greater force to the narrow and crowded waters of our harbors and rivers. Many steam vessels make, in clear weather, a distance of 2 miles during the five minutes, at intervals of which the law now requires the sail vessel to sound, and, even at reduced speed, in thick weather they not infrequently make more than the half mile, which under some conditions, is the limit of the carrying power of the small fog horn. The security of life and property would unquestionably be increased by requiring sailing vessels on inland waters in the fog to sound more frequently, and it is recommended that rule 15 (B) of section 4233 of the Revised Statutes be amended so that in thick weather sail vessels under way shall sound at least once a minute instead of once in five minutes.

For the same reasons it is recommended that steam and sail vessels, at anchor or not under way, during a fog shall sound a bell once in two minutes, instead of once in five minutes, as is now required under rule 15 (C) of section 4233 of the Revised Statutes, enacted in 1864. The international regulations of 1885, the revised international regulations of 1890, and the regulations of 1895 for the Great Lakes all require that a vessel not under way in the fog shall sound a bell at intervals of two minutes.

The law now permits the commander of a vessel of war to suspend the display of lights when the special character of the service may require secrecy. The same privilege may with propriety and safety be extended to revenue cutters, in the navigation of which secrecy is often necessary to the successful pursuit of smugglers or others engaged in breaking the laws. The late chief and the present chief of the Revenue-Cutter Service advocated this change in the law. The three recommendations just stated are incorporated in section 11 of bill L.

Section 4234 of the Revised Statutes contains a provision requiring a sailing vessel, on the approach of a steamer in the night, to show a lighted torch upon that point or quarter to which the steam vessel shall be approaching. At the last session of Congress this provision of section 4234 was not included in the sections made applicable to inland navigation. It was objectionable in that the display of the torch on either side of the vessel near the side lights created a confusion of lights



and gave no information to an approaching steamer beyond that already furnished by the side lights. The display of the torch at the stern to an overtaking steamer, which, of course, can not see the side lights of the sailing vessel, is a proper precaution. If the act of February 19, 1895, repealed by implication section 4234, there is no provision of law for the display of the torch at the stern. If section 4234 is still in force it provides for a signal undesirable under some conditions. Either alternative of construction thus presents difficulties. An opinion of the Attorney-General that section 4234 is still in force may be found in Appendix N. The embarrassment can readily be removed by repealing in terms section 4234, the valuable portions of which are now incorporated in the act of February 19, 1895, and by adding to section 4233 the rule for the display of the torch at the stern, used in the international regulations of 1885 and 1890. This suggestion is incorporated in sections 12 and 15 of bill L, "Proposed legislation."

The international rules of 1885, the revised international rules of 1890, and the lake rules of 1895 all contain a general precautionary rule to the effect that nothing in the rules shall exonerate any ship, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. While the rule is understood to be a rule of admiralty courts everywhere, it has hitherto been omitted from our inland rules. It seems in itself proper to remedy the omission, and the addition of the rule is further desirable in order that our local rules may be made to accord, as far as practicable, with the international rules. This recommendation is included in section 12 of bill L.

For the same reason it is proposed to incorporate in the laws regulating inland navigation a provision closely resembling the provision in the revised international rules for fog signals of steam vessels engaged in towing. The revised international rule requires a vessel when towing to sound one prolonged blast, followed by two short blasts, at intervals of two minutes. There is no specific statutory requirement to cover in fog this distinctive, dangerous, important, and growing navigation on inland waters. A rule, however, has been established by the Board of Supervising Inspectors of Steam Vessels requiring such vessels to sound three blasts in quick succession at intervals of one minute. While the rule has the force of law, its incorporation into section 4233 would aid in creating that uniformity of statutes governing inland and deep-sea waters which is desirable whenever possible. Section 11 of bill L carries out this suggestion by the necessary amendment to rule 15 (A) of section 4233, Revised Statutes.

Our laws to prevent collisions on inland waters contain one curious anomaly. While Congress has provided statutes to cover some of the most remote and infrequent causes of peril, since 1871 the passing of steam vessels, which is the most frequent occasion of collision, has remained a matter of bureau regulation, being intrusted to the Board of Supervising Inspectors of Steam Vessels. The course signals of steam vessels are the most important of the signals adopted by nations to prevent marine disasters. The practice of the maritime world in this respect—one blast, to starboard; two blasts, to port, and three blasts, full speed astern—is deeply embedded in the laws of nations. While relatively minor changes in the laws to prevent collisions in this country like some of those indicated must be approved by both branches of Congress and the President before they go into effect, discretionary



power is lodged with a bureau of the Treasury Department to make changes in rules the stability of which is of the utmost consequence to our steam and sail navigation. The law, in my judgment, admits of improvement, and its clearness and symmetry would gain by the incorporation within it of the three elementary course signals of steam vessels now in use.

Since 1885, when the international rules to prevent collisions at sea were enacted, our laws until last year contained an obvious defect. They provided that certain rules should be followed by vessels on the high seas and in coastwise waters, while within harbors, rivers, and inland waters certain local modifications of those rules, peculiar to the United States, were to be observed. The line of demarcation between coastwise waters and harbors was nowhere drawn, and in consequence admiralty courts in cases of collision have for years been in doubt as to whether the international or the local rules should have been followed in a given collision occurring in the channels opening from our harbors into the high seas. This defect of the law was pointed out from time to time by admiralty courts and Congress was urged to remedy it, but until last year no steps to that end were taken.

Mainly through the efforts of the New York Maritime Association a law was passed and approved February 19, 1895, by which the Secretary of the Treasury was directed to define by ranges with light-houses, light vessels, buoys, or coast objects the lines dividing the high seas from rivers, harbors, and inland waters, thus determining the scope of application of the two sets of navigation rules. The Secretary of the Treasury designated as an advisory board to recommend such lines for his approval the Superintendent of the Coast and Geodetic Survey as chairman, the naval secretary of the Light-House Board, the Supervising Inspector-General of Steam Vessels, the chief of the Revenue-Cutter Service, and the Commissioner of Navigation as secretary. The board has been in correspondence with marine interests at the principal seaports and has recommended lines for the ports of New York, Boston, San Francisco, Galveston, Philadelphia and Delaware Bay, Baltimore and the Chesapeake Bay, and other ports.

Its recommendations have been approved and promulgated by the Secretary of the Treasury and have been generally published for the benefit of navigators. They have been approved by maritime interests and the courts and uncertainty as to the law has been removed. In its recommendations the board has made use of whistling buoys as far as practicable, so that the position of the lines may be ascertained approximately in thick weather, when the danger of collision is greatest, as well as in clear weather. The ports at which lines have been drawn enter and clear three-fourths of the vessels engaged in foreign trade with this country, and consequently are the ports where the necessity for the line of demarcation was greatest. The lines for minor ports will be defined from time to time. The work of the board has been performed without any additional expense to the Government. The lines thus far drawn by the board may be found in Appendix L.

#### RULES FOR THE GREAT LAKES.

At the instance of the Lake Carriers' Association, representing nine-tenths of the American shipping on the Great Lakes, Congress at the last session passed a law establishing a body of rules to prevent collisions on the Great Lakes and connecting waters as far east as Montreal. Its chief point of difference from the international rules is the application of the usual course-indicating signals by steam vessels to foggy



and thick weather and the consequent necessary change of the usual danger signal in fog from one blast to three. The bill was favored by nearly all the masters and pilots of lake vessels and by a large majority of owners. Its advocates were confident that the adoption of the same rules by Canada would follow their adoption by the United States, and through the proper channels the Bureau has cooperated with them, thus far without success, in the endeavor to secure this important uniformity. The tonnage of the United States on the Great Lakes is 1,250,000 tons, and nine-tenths of the navigation upon them is under the American flag and under the new rules. It is believed that the Dominion of Canada will in time accept these rules, which were carefully drawn to meet the peculiar conditions of the navigation of the lakes and the narrow channels connecting them, and are observed by a great majority of the lake fleet.

#### REPAIRED WRECKS.

In the report of the Bureau for 1894 attention was invited to the difficulties arising in the administration of section 4136 of the Revised Statutes, owing to the failure of its language to express clearly the intent of Congress. The section reads:

SEC. 4136. The Secretary of the Treasury may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States, if it shall be proved to the satisfaction of the Secretary that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.

The section was amended by the act of July 5, 1884, creating the Bureau of Navigation, which authorized the Commissioner of Navigation to issue the documents formerly issued by the Secretary of the Treasury under this section.

The plain intention of section 4136 was to give to wrecked vessels which were practically rebuilt in the United States the same privilege that vessels would have if wholly built within the United States. Its ultimate purpose was to aid American shipbuilding, and it was evidently considered by Congress that the rebuilding of three-fourths of a vessel was to be encouraged as well as the building of a vessel entire.

Such was the construction of the section made by the Solicitor-General in an opinion dated September 29, 1891, to be found entire in Appendix N, with the opinion of the Attorney-General in a case arising this year.

If it was the intent of Congress to encourage the rebuilding of three-fourths of a vessel as well as the construction of an entire vessel in the United States, a clear expression of that intent would not only facilitate the administration of the law and relieve Congress of the necessity for passing special acts, but would also be of material assistance to American shipowners and shipbuilders. The section is far from expressing clearly any such intent. Construed literally and alone it does not even require that the repairs shall be made in the United States, but mainly that the wreck shall have occurred in this country.

In the several constructions of the act by various Attorneys-General it has been held that the words "built in a foreign country" must be eliminated from the section in order that American-built vessels sold foreign and subsequently wrecked and repaired in this country may be brought again under the American flag. It has been held that the words "purchased and repaired by a citizen of the United States" may be transposed so that a vessel repaired by its foreign owner and navigated by him for several years may subsequently be purchased by an American citizen and admitted to registry. It has been held that



the word "cost" should be construed literally and that repairs to the amount of three times the price paid at the marshal's sale of the wreck entitle a vessel to registry, though the aggregate cost may be much less than the appraised value of the repaired vessel. Finally the Attorney-General has held that the wreck may occur outside the United States and the vessel may still be entitled to registry. The words "wrecked in the United States" present numerous difficulties in interpretation. First, it is not easy to determine the extent of damage a vessel must undergo to be considered a wreck for the purposes of this section. It has been argued that a vessel stranded and abandoned by crew and owners in foreign waters, but subsequently towed to the United States where she sank, was not a wreck until finally sunk, or if a wreck when abandoned abroad became also a wreck in the United States. The exact point at which a wreck occurred, whether within or without the marine jurisdiction of the United States, is at times a matter of conflicting or uncertain evidence, and for the obvious reason that those best in a position to know the facts at the time of a wreck are concerned more with the preservation of life and property than with ascertaining whether they are within or without the 3-mile limit.

If the purpose of the section is to encourage the rebuilding of three-fourths of a vessel in the United States, as it appears to be, then the ambiguities and limitations noted, so far from being essential to the execution of the intent of the law, impede and embarrass its fulfillment. To the fulfillment of that purpose it is of no consequence whether a wreck occurred within 2 miles or 20 miles of the coast. All that is essential is the performance of the repair work within the United States. Indeed it does not appear to be essential to the purpose of the act that a vessel should actually be wrecked. The fact that a ship has undergone a marine disaster does not seem to furnish an especially valid reason for registry over the reasons which might be urged for the register of a more fortunate vessel receiving an equivalent amount of repairs. Presumably in most instances the extensive repairs called for by section 4136 will not be made unless a vessel has been seriously damaged by the elements, but if an American purchaser is willing to make the amount of repairs required by the section, there is nothing to be gained by requiring that the vessel through misfortune or mismanagement should first have been wrecked.

While these restrictions do not appear essential to the true intent of the section, it is defective in making the cost of the wreck the basis upon which the extent of repairs shall be computed, instead of making the appraised value of the repaired vessel the basis. Under the present law "the cost of the vessel when so repaired" consists of the cost of the wreck, usually the price paid at the marshal's sale at public auction, plus repairs, which must be three times that cost. Obviously the appraised value of the vessel will frequently be much greater than this cost. Competition at the marshal's auction is not keen and the number of purchasers is limited, so that these wrecks are usually bought as bargains. There may be instances in which the cost of the wreck plus repairs will be greater than the appraised value of the repaired vessel, but these instances will be extremely rare. The appraised value of a repaired wreck represents the cost for which an equivalent construction could be purchased in the American market. It is a truer measure of the amount of American work, which the section doubtless meant to require, than is the cost now prescribed by statute.

It is suggested that the true purpose of section 4136 can be attained by eliminating from it all reference to wrecks, and by permitting the



issue of an American register to a foreign vessel when three-fourths of its appraised value at the time application for registry is made shall be the product of American labor. To prevent cumulative repairs, covering a period of years, from being made the basis for an application for registry, the repairs should be confined to the twelve months or thereabouts previous to the date of application for registry.

It is believed that these amendments are a truer expression of what appears to have been the intent of Congress than is the language of the present section. They enlarge the scope of the present section in some respects and curtail it in others. They permit more applications for registry than are now possible, and thus increase such opportunities for American labor as the section affords, and, by making appraised value instead of cost the measure of repairs to be made, they increase the amount of American labor necessary to registry.

The records show that the Bureau of Navigation has issued registers to 18 foreign-built vessels pursuant to section 4136, while Congress has admitted by special acts 29 foreign-built vessels on which it is understood repairs to the extent of three-fourths of the cost of the repaired vessel were made. These special acts were rendered necessary by the fact that the vessels concerned were wrecked outside of the United States, or in some instances were never wrecked but simply repaired and improved to the extent required by the section. These special acts would not be required if the section is amended as proposed, and applicants would be saved the delay and inconvenience necessarily attendant upon the passage of a bill through Congress, and Congress would be spared the labor incidental to the examination of details not essential to its presumed original purpose. Bill K, in accord with these recommendations, may be found under "Proposed legislation."

#### EFFECTS OF DECEASED SEAMEN.

The law in regard to the custody of the effects of deceased seamen is in an unsatisfactory condition and furnishes a just cause of complaint by shipping commissioners, acting as officers of the circuit court. Whenever a seaman dies on a vessel bound to the United States the master, under section 4538 of the Revised Statutes, may sell his effects by auction at the mast, rendering account subsequently of such sale. Whenever a seaman dies abroad the United States consul, under section 4541, may sell his effects, rendering an account therefor to the United States courts. But when a seaman dies in the United States the law requires (section 4545) that unclaimed effects shall be retained at least six years in the custody of the court, or of the shipping commissioner acting as its officer. In most instances these effects consist to a great extent of clothing, which by the end of six years has not only become valueless but is not unlikely to become offensive and unfit for storage. The custody of these effects for so long a period does not seem a fair charge to impose on the shipping commissioners, yet the Treasury has no authority to pay for it, and the circuit courts have no accommodations for the storage of such goods.

It is recommended that section 4545 be amended so as to vest the circuit courts with discretionary power to authorize the sale hereafter of the whole or a part of the effects of deceased seamen now in their custody or which they may hereafter receive. This power is the same as that now lodged with consuls in the case of seamen dying abroad and with the masters of vessels in the case of seamen dying on the high seas. It will secure better pecuniary returns for the heirs of seamen



and, as the power to be vested in the court is discretionary, it will still be possible to preserve for those entitled to them any articles of value, keepsakes, etc., which may properly be stored awaiting claimants. The matter has been brought to the notice of this Bureau by the United States shipping commissioner at New York, and a decision of the United States circuit court on an application by that officer for relief may be found in Appendix N. Legislation to carry out this recommendation is incorporated in section 6 of bill L.

Related to this subject are an error in section 4541 and an omission in section 4542. Section 4541 provides that a United States consul shall render his return of the wages and effects of deceased seamen to the district court. All other provisions of law make the circuit courts custodians of seamen's effects, and the verbal error in section 4541 is in practice corrected by the courts. The error may with propriety be corrected in the body of the law, and section 4 of bill L makes the correction.

It is the practice of our transatlantic and transpacific steamships to ship the greater part of their crews before the United States consuls at Southampton, Liverpool, Antwerp, and Hongkong. They are discharged at the same ports. Section 4542 provides that where a seaman, with wages due him, dies in the United States, his account shall be settled before the shipping commissioner before whom he has been or was to be discharged. The addition of the words "or where he died" to this section will protect the interest of seamen shipped at Southampton, Antwerp, or Hongkong, for the round voyage and dying in New York or San Francisco. The law is now uncertain on this point. The correction of this omission is incorporated in section 5 of bill L.

#### FOREIGN BOILERS.

The laws of the United States, particularly section 4431 of the Revised Statutes, require that all boiler plates used in steam vessels shall be stamped with the name of the manufacturer, place of manufacture, and limit, in pounds, of tensile strain. Foreign-built boilers are not usually so marked. The question presents itself: Is this requirement of law waived when a foreign-built steamer is admitted to American registry? It has been the custom of Congress to add to every special act admitting a foreign-built steamer to American registry a clause waiving the requirements for the stamping of boiler plates and other legal requirements of construction, but requiring the boilers, engines, and machinery of the vessel to conform to all the tests of the United States. It has been the custom of the Treasury Department, in the case of foreign vessels admitted as repaired wrecks under section 4136 of the Revised Statutes, to waive the requirement for the stamping of boiler plates, while requiring inspection. This construction of the intent of the law is necessary to give any vitality to section 4136 in the case of steam vessels. It is suggested that a general law, similar to the clause which Congress now adds to each special act admitting a foreign steamer, will relieve Congress and the statute books of the repetition of the words used to waive section 4431 and other sections every time a foreign steamer is admitted by special act, and at the same time will remove any doubt concerning the legality of the practice of the Treasury Department for some years. This end can be reached by authorizing the Secretary of the Treasury to direct the issue of the usual certificate of inspection in case of any foreign vessel



admitted to American registry, whether its boilers and machinery are or are not constructed according to the laws of the United States, and whether its boiler plates are or are not stamped as required by section 4431, provided the boilers, engines, etc., conform to the tests of the United States. Legislation to carry out this recommendation is incorporated in section 13 of bill L.

#### WRECK RETURNS.

By an act approved June 20, 1874, Congress required the owners or agents of American vessels which have been lost or have sustained any accident involving loss of life or material damage impairing seaworthiness to report the facts to the customs officers of the port to which the vessel belongs. The customs officers are required to transmit such reports to the Treasury Department. On these reports are based the annual statements of this Bureau of tonnage wrecked or abandoned. The reports are also essential to the Life-Saving Service. For failure to comply within a reasonable time with this requirement owners or agents become liable to a penalty of \$100. But section 13 of the act provides:

All penalties hereinbefore provided shall be prosecuted by indictment or information before the proper district court for the use of the United States.

This procedure is different from that provided for violation of the navigation laws, which, under section 4305 of the Revised Statutes, are prosecuted according to the procedure for violations of the customs laws. The United States attorney at New York reports that there are difficulties as to procedure under section 13 of the act of June 20, 1874, stating:

In this district there has been no grand jury of the district court for many years and the filing of informations has also gone out of practice.

The enforcement of the law has thus become difficult, if not impossible, at New York, the largest port of the country, where nearly 4,000 American vessels belong. Prompt reports of wrecks are indispensable to the accuracy of the records of this office as well as important to other branches of the service, and these can not be secured unless the penalty for failure to render them can be enforced. It is suggested that the peculiar and inadequate procedure now established be repealed and that prosecutions for failure to render reports of wrecks and casualties shall be conducted according to the procedure governing other violations of the navigation laws and the customs laws. Legislation to carry out this recommendation is embodied in section 10 of bill L.

#### EXPORT OF MEAT AND CLEARANCE OF VESSELS.

At the last session Congress passed a law extending the provisions of an act of March 3, 1891, regarding the exportation of meat. It is not the province of this Bureau to discuss laws and regulations concerning cows, sheep, hogs, and horses, and it is respectfully submitted that the consideration of laws concerning those animals should not be confused with the laws relating to the entry and clearance of vessels. The section in question, which was a portion of an appropriation bill, provides that if the products of these animals do not bear the inspection tags of the Department of Agriculture vessels on which these articles are found shall be refused a clearance. The effect of confusing the powers of two Departments, of requiring the Treasury Department to enforce the penalties for violations of a law and of regu-



lations which relate particularly to the Department of Agriculture, has been to threaten a grave interference with the commerce of the country. It is proposed that the law in question be amended, at least so far as the penalty is concerned, and that as a purely agricultural matter it be placed entirely within the jurisdiction of the Agricultural Department. This can be accomplished by providing that the failure of an exporter to provide his meats with the inspection tags of the Agricultural Department shall subject those meats to confiscation or the owner to imprisonment or fine or any other punishment which seems to the Department immediately concerned adequate to the offense, but shall not hamper the movement of the vessel. Any endeavor by those concerned in agriculture to establish by law regulations for vessels is as certain to result in confusion and injury to shipping as an effort by those directly concerned in navigation to regulate by law the inspection of animals would be injurious to the agricultural interest.

#### CONCENTRATION OF MARINE BUREAUS.

I have the honor respectfully to renew the suggestion, made in this report last year, that bureaus and branches of the Treasury service established to regulate and promote shipping be assembled under the immediate supervision of one Assistant Secretary of the Treasury. In that report it was stated and is now reiterated:

\* \* \* This organization of the Treasury would secure prompter, more efficient, and more economical administration of the laws relating to the merchant marine, and would satisfactorily meet what appears to be a popular wish.

The agitation for the creation of a new department of the Government, to be known as the department of commerce, with a new Cabinet officer at its head, seeks a proper object by an impracticable method. The Government must carry on its direct dealings with the merchant marine mainly through the collectors and surveyors of customs responsible to the Secretary of the Treasury. To subject them at the same time to the orders of another Cabinet officer is so obviously objectionable that the reasons need not be presented. Clashes of authority between the Departments would be inevitable from such an arrangement.

The proposition that the heads of the several Treasury bureaus having charge of the affairs of the merchant marine be combined, with certain other gentlemen in or out of official life, into a marine board, appears to be equally objectionable. From the nature of their widely different duties the heads of the several Treasury bureaus can not be expected to be, and as a matter of fact are not, familiar with the work performed in each other's bureaus, and are not therefore qualified to give advice collectively concerning the bureaus of one another. From such a board, made up of men each assigned to a special line of work, practical results could not be expected. In operation such a board would surely lead to delays in the administration of the laws and to increased expenses consequent upon its establishment, for which such advantages as might follow from its debates would be an altogether insufficient compensation.

The arrangement of the Treasury bureaus which I have the honor to suggest possesses all the advantages of the two projects referred to, and is open to none of the objections to those schemes. At present the Marine-Hospital Service and the Steamboat-Inspection Service are assigned to one Assistant Secretary of the Treasury, the Revenue-Marine Service to another Assistant Secretary, and the Bureau of Navigation, the Life-Saving Service, and the Light-House Board to still another Assistant Secretary. That these and other branches of the merchant-marine service have acted in accord and without friction is due to the courtesy and consideration of those responsible for the administration of the Treasury and its bureaus rather than to any merit in the system, which creates opportunities for delays and conflicting action.

The compact organization and closer cooperation of all the marine bureaus proposed would at the same time afford the opportunity for concentration of energies in other branches of the Treasury Department. By simplifying work it well might disclose opportunities for retrenchment and increased efficiency which under the system of divided control could not appear. Either through neglect or through the pressure of other matters deemed of greater importance by the people, as one chooses to regard it, the nation has fallen during the last thirty years far below the rank it



should hold among maritime powers. Even after general laws necessary to enable Americans to enter again into competition for the oversea carrying trade have been enacted, sedulous attention and intelligent study of details will be needed daily on the part of the Administration to give our merchant marine the advantages which the shipping interests of other nations possess in administrative departments or bureaus, observant of every step of progress abroad and equipped for prompt and harmonious action.

The organization of Treasury bureaus proposed would be welcomed by the public as the proof of the purpose of the administration to promote systematically the development of our merchant marine, not only by advocating liberal laws in accord with modern requirements, but also by the closest and promptest attention to the daily needs of navigation.

The plan has the further advantage that, if some years hence it should prove desirable to establish a department of commerce, similar to the British board of trade, with a corps of officers at the ports of the country, responsible to the secretary of commerce, with local boards and the other machinery requisite to make such a department effective, the proposed Treasury consolidation would furnish an organization already in working order from which such a department could be constructed.

The Secretary of the Treasury has sufficient authority to effect this concentration, and if it can be done without any undue interference with the existing allotments of official duties within the Department it is suggested that the authority be exercised. The matter is deemed of enough consequence to administration and of enough value to our merchant marine to observe that should such concentration be inadvisable on account of the present allotment of Treasury duties, the Secretary of the Treasury would be warranted in requesting Congress to provide for an additional Assistant Secretary of the Treasury in order to carry out the project. The expense of the creation of this office could be saved to the Treasury in economies which should ensue from placing the marine bureaus under one Assistant Secretary, and the saving to commerce in the more expeditious execution of the marine and navigation laws should be considerable.

#### DERELICTS.

Since the last report of the Bureau was issued the Government of Great Britain has replied in the negative to the invitation of the United States to enter into an international agreement for the reporting, marking, and removal of derelicts in the North Atlantic Ocean, outside the coast waters of the United States bordering thereon. This refusal was based on the report of a joint commission of the Board of Trade and Admiralty, which concluded that the number of casualties from collisions with derelicts is very small, as, in its opinion, there were only about 20 derelicts afloat at any one time in the 10,000,000 square miles of the North Atlantic and that the chance of discovering and destroying these is infinitesimal. Some conception of the extent of actual danger may be found from study of the table in Appendix M, showing the losses of merchant vessels of all nations during the last calendar year. So far as the merchant marine is concerned, the interest of the United States in the matter is much less than that of other nations. During the fiscal year 1894 American merchant vessels made only 252 voyages, going and coming, across the North Atlantic, between the United States and Europe, while vessels under foreign flags, chiefly the British, German, and French, made the voyage 10,233 times. Our direct maritime concern in the condition of the mid-Atlantic, is thus only one-fortieth part of the world's interest, except in so far as American capital owns a large amount of shipping which is forbidden by law to use the American flag and in so far as American cabin passengers, immigrants, and cargoes constitute more than half of the trade of the foreign vessels of the North Atlantic merchant fleet.



## THE MEASUREMENT LAW.

The act of March 2, 1895, concerning the measurement of vessels has met with the unqualified approval of all shipowners who have availed themselves of its provisions and of seamen for whom it secures more comfortable quarters. Its general effect has been to reduce navigation charges and taxation on our vessels at home and abroad, and while it has been attended by the reduction of revenue from tonnage taxes, foreseen in the recommendation of the bill in the last report of the Bureau, the general gain to navigation more than offsets this loss of revenue, which can readily be made good by legislation recommended in other pages. The passage of the act by the Senate, it is interesting to note, was immediately followed by the enactment of a measure, identical in nearly all its terms, by the German Reichstag, and both acts went into effect almost simultaneously. The method of ascertaining gross and net tonnage is now the same in the United States, Great Britain, Germany, Norway and Sweden, Denmark, and Austria, and the gain to international navigation from this uniformity both in time and money is considerable. Incidentally statistical science has been the gainer, for so long as net tonnage meant one thing in one country and something different in another country, statistics of commerce and navigation in terms of net tons had variable meanings.

So important has such uniformity of measurement been deemed that the United States early in 1894 were urged to join in calling an international conference to consider the subject. In its reply this Government pointed out that a more effective means to attain the desired end would be a direct appeal to the lawmaking authority in each country. The degree of uniformity which has been attained within the last eighteen months has demonstrated the soundness of the position taken by the United States concerning the proposed international tonnage conference. The French law continues to authorize deductions greater than those possible under the laws of the seven maritime powers named, and the deductions permitted by the laws of Italy, Holland, Russia, Spain, and Hawaii, so far as last ascertained, are somewhat less. The advantage of bringing their laws on the subject into conformity with the laws of maritime nations owning more than three-fourths of the world's tonnage is so obvious that unquestionably the remaining nations will soon adopt substantially the law enacted by Congress last year.

The uniformity which has been recently secured removes the objections raised in the last annual report of this Bureau to the acceptance of net tonnage as a basis of tonnage tax, and destroys the chief argument for the imposition of that tax upon gross tonnage. If net tonnage has a definite meaning, the same in all maritime nations, it is the preferable basis of taxation, for by the exemption from taxation of those portions of a vessel set apart for the crew and for machinery an incentive is offered for the construction of comfortable quarters and for the use of higher-powered machinery with more space for its safe manipulation by the engineer force, which will be lacking if all parts of a vessel, regardless of their uses, are taxed, and economy thus prompts meager accommodations for the crew and restricted engine room.

The law incidentally has been the means of reducing various State and local taxes, charges, and license fees on American vessels, and thus has been of both direct and indirect benefit to navigation. In some instances vessels which were slightly over 5 tons net under the former



law, by the new measurement have become less than 5 tons net, and are thus exempt from documents. They are thus dropped from the lists and statistics of the Bureau and of the custom-houses. This is believed to be a gain, for many of the severe restrictions of our laws can not well be applied to such very small craft without imposing hardships on the owners, who are usually poor men, sailing their vessels for fishing or in small local trade. Germany does not take legal cognizance of vessels under 18 tons.

#### COMPILATION OF THE NAVIGATION LAWS.

The transaction of the daily business of the Bureau and of public offices directly or indirectly connected with it, and the convenience of the shipping interests of the United States for some years have rendered necessary a general compilation of the laws of the United States relating to navigation and the merchant marine. Shortly after the Bureau was organized such a compilation was issued, but the conditions under which the work was undertaken were such as to preclude the attainment of results wholly satisfactory even to those who undertook it. There have been numerous changes in the laws as printed at that time, and, further, that edition was exhausted this year. The Bureau has believed that, during the interval between the sessions of Congress, there was no more necessary work to be done toward the improvement of the laws than a convenient compilation of the laws as they stand. Such a compilation has been made and is incorporated in this report as part second. It has been made a distinct volume for convenience in reference. The effort has been made to include in the volume only laws actually in force.

Where sections of the Revised Statutes or of subsequent legislation have been specifically repealed they have been omitted, together with the repealing clauses. Where the Revised Statutes or subsequent laws have been specifically or clearly amended, the present or amended reading of such laws has been employed. In the numerous instances where the effect of repealing or amendatory legislation is not wholly clear or is a matter of construction, it has been necessary to retain both the original and the repealing or amendatory legislation. For this reason, while it is believed that no essential law has been omitted, it is recognized that portions of laws have necessarily been printed which have been modified by subsequent laws also printed.

The effort has also been made to confine the law included in the compilation to the navigation law, meaning by that term the law relating to vessels, their owners, officers, crews, and agents as such. The line between the navigation laws and the customs laws can not always be clearly drawn in legislation or administration, and it has not been possible always to draw it clearly in the compilation. Generally speaking, however, the laws relating to the cargo of a vessel before it is laden and placed in the master's charge and after it is unladen and placed out of his charge have been excluded as matters not of navigation law but of customs law. The laws relating to duties on imports, invoices, drawbacks, debentures, etc., have not been comprised, and the aim has been to include the laws concerning the entry and transportation of merchandise only in so far as it is desirable that the master of a vessel should be familiar with them.

The laws have been arranged in a manner which, it is believed, will make them most readily available for reference. The work has been performed mainly out of office hours without cost to the Government, beyond that of printing.



Should the work commend itself to Congress, and should the numerous changes in the laws be made at the next session which appear to be desirable, authority is asked for the preparation of a second edition, bringing the navigation laws to date at the adjournment of Congress, omitting portions of the present compilation which may appear superfluous, and making corrections of errors which public scrutiny may develop. A concurrent resolution to meet this suggestion may be found under "Proposed legislation."

#### LIST OF MERCHANT VESSELS.

The List of Merchant Vessels of the United States, prepared under direction of law by the Bureau, was issued to those materially interested in shipping during October, over two months in advance of the time when it has usually appeared. The Bureau this year adopted a method of printing and distributing the list which will considerably reduce the annual cost of the volume, and at the same time give better satisfaction to shipping interests. The illustrations of various types of vessels, new and old, have been omitted as serving no essential purpose and creating a demand for the volume from those who wish it for amusement, to the detriment of those who need it for use. The list of seagoing vessels, arranged in the order of their signal letters, together with the code, has been printed separately in a convenient pamphlet of about 80 pages, and a copy has been supplied, through its owner, to every seagoing vessel of the United States, to the seagoing vessels of the various Departments of the Government, and to signal stations.

This part of the list is almost indispensable to the master of a seagoing vessel, and it is of no service to vessels on inland waters, which do not use the code, nor to owners, insurers, and other landmen. By issuing it separately the Bureau has been able to supply the seagoing list to everyone to whom it is a necessity. Hereafter it is proposed to supply this code only to new vessels, which will receive it when their signal letters are assigned, or to make good a lost copy on a vessel already furnished. The Hydrographic Office consented during the year to print in its weekly bulletin the names and signal letters of new seagoing vessels, so that any master may keep his book complete to date, and recognize at sea and report any American vessel signaling. Much of the expense of the List of Merchant Vessels has been chargeable to illustrations and signals. This will be saved, as the signals need not be printed again for one or two years, and at the end of that time one issue of 2,000, if left in control of the Bureau, would last a dozen years longer. The list of seagoing vessels will be supplied annually to every such vessel. The remaining parts of the list specifying official number, letter, name, rig, tonnage, home port, place and date of building, and motive power, have been issued in the familiar form for customs officers, shipping commissioners, masters of vessels on inland waters, owners, agents, insurers, forwarders, and others. They have been more fully supplied than hitherto, as the supply has been relieved of the demand from masters of seagoing vessels and of the illegitimate demand for the book as a free, illustrated Government publication.



## PROPOSED LEGISLATION.

Following are drafts of bills embodying the recommendations of the foregoing pages. The effort has been made to include in bill L those recommendations to which it is believed no objection can be made:

- A. Free-ship bill.
- B. Bill extending application of the act under which the *New York* and *Paris* were admitted and the *St. Louis* and *St. Paul* were built.
- C. Bill to admit certain foreign-built, American-owned steamships
- D. Bill to repeal reciprocal tonnage-tax exemptions and reduce tonnage taxes within geographical limits nearly contiguous to the United States.
- E. Bill to abolish compulsory pilotage on coasting sailing vessels.
- F. Bill requiring, after June 30, 1898, masters and first mates of sailing vessels over 700 tons to be licensed, and requiring annual inspection of the hulls of such vessels after that date.
- G. Bill to prohibit advances and regulate allotment of wages to seamen.
- H. Bill to abolish imprisonment of seamen in the common jails of the United States for desertion.
- I. Bill for free raw materials for shipbuilding.
- K. Bill to promote repair work in American shipyards.
- L. General amendments to navigation laws:
  - Sec. 1. Shipping commissioners' offices.
  - Sec. 2. Adequate crew spaces.
  - Sec. 3. Abolition of crew bonds.
  - Sec. 4. Correction of verbal error.
  - Sec. 5. Wages of deceased seamen.
  - Sec. 6. Sale of effects of deceased seamen.
  - Sec. 7. Good conduct on coasting vessels.
  - Sec. 8. Abolition of entry and clearance fees on the Great Lakes.
  - Sec. 9. Return of American vessel to the American flag.
  - Sec. 10. Report of wrecks.
  - Sec. 11. Amendments to inland rules to prevent collisions.
  - Sec. 12. The same.
  - Sec. 13. Stamps on foreign-made boilers.
  - Sec. 14. Repeal of obsolete statute.
  - Sec. 15. Repeal of eighteen sections of the Revised Statutes apparently obsolete, unnecessary, and obstructive.
  - Sec. 16. Transfer of sea stores.
- M. Joint resolution for printing a compilation of the navigation laws.

## A.

A BILL to encourage American shipping.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-one hundred and thirty-two of the Revised Statutes be, and is hereby, amended to read:

"SEC. 4132. Vessels belonging wholly to citizens of the United States, and vessels which may be captured in war by citizens of the United States and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others, may be registered as directed in this title, but no foreign-built vessel hereafter admitted to American registry shall be entitled to engage in the coasting trade of the United States."

## B.

A BILL to encourage American shipbuilding.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioner of Navigation be, and he is hereby, authorized and directed upon application by a citizen of the United States or a corporation organized under the laws of the United States or of any State thereof, and upon satisfactory proof that such American citizen or corporation is the owner of a foreign-built vessel, to issue an American register to such vessel provided that such citizen or corporation, before the issue of said register shall, under regulations to be prescribed by the Secretary of the Treasury, give a bond to the United States, with



satisfactory sureties, in a penalty equal to the appraised value of the vessel so purchased, that said American owner will build in American shipyards a vessel or vessels of an aggregate tonnage and value not less in amount than that of the vessel so admitted to registry. No foreign-built vessel registered pursuant to this act shall be entitled to engage in the coasting trade of the United States.

SEC. 2. This act shall take effect one month after its passage.

## C.

A BILL to encourage American shipping.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioner of Navigation be, and he is hereby, authorized and directed before July first, eighteen hundred and ninety-eight, upon application by a citizen of the United States or a corporation organized under the laws of the United States or of any State thereof, and upon satisfactory proof that such American citizen or corporation is the owner of any steamship named in this act, to issue an American register to such vessel. No vessel registered pursuant to this act shall be entitled to engage in the coasting trade of the United States.

| Name.                  | Material.  | Year built. | Tonnage.           | Present flag. |
|------------------------|------------|-------------|--------------------|---------------|
|                        |            |             | <i>Gross tons.</i> |               |
| 1. Kensington.....     | Steel..... | 1893        | 9,000              | British.      |
| 2. Southwark.....      | do.....    | 1893        | 8,607              | Do.           |
| 3. Berlin.....         | Iron.....  | 1874        | 5,526              | Do.           |
| 4. Chester.....        | do.....    | 1873        | 4,770              | Do.           |
| 5. Friesland.....      | Steel..... | 1889        | 7,116              | Belgian.      |
| 6. Westernland.....    | do.....    | 1883        | 5,736              | Do.           |
| 7. Noordland.....      | do.....    | 1883        | 5,212              | Do.           |
| 8. Rhyndland.....      | Iron.....  | 1879        | 3,689              | Do.           |
| 9. Belgenland.....     | do.....    | 1878        | 3,692              | Do.           |
| 10. Nederland.....     | do.....    | 1873        | 2,839              | Do.           |
| 11. Waesland.....      | do.....    | 1867        | 4,752              | Do.           |
| 12. Switzerland.....   | do.....    | 1874        | 2,816              | Do.           |
| 13. Pennland.....      | do.....    | 1870        | 3,760              | Do.           |
| 14. China.....         | Steel..... | 1889        | 4,940              | British.      |
| 15. Barracouta.....    | do.....    | 1883        | 1,659              | Do.           |
| 16. Aztec.....         | do.....    | 1894        | 3,508              | Do.           |
| 17. Zealandia.....     | do.....    | 1875        | 2,489              | Hawaiian.     |
| 18. Manhanset.....     | do.....    | 1891        | 2,684              | British.      |
| 19. Mohican.....       | do.....    | 1892        | 2,728              | Do.           |
| 20. Monomoy.....       | do.....    | 1892        | 2,783              | Do.           |
| 21. Massasoit.....     | do.....    | 1892        | 2,784              | Do.           |
| 22. Manitoba.....      | do.....    | 1892        | 5,672              | Do.           |
| 23. Massachusetts..... | do.....    | 1892        | 5,673              | Do.           |
| 24. Montezuma.....     | do.....    | 1891        | 5,504              | Do.           |
| 25. Mariposa.....      | do.....    | 1891        | 5,305              | Do.           |
| 26. Mississippi.....   | do.....    | 1890        | 3,732              | Do.           |
| 27. Maine.....         | do.....    | 1887        | 2,780              | Do.           |
| 28. Missouri.....      | do.....    | 1889        | 2,845              | Do.           |
| 29. Maryland.....      | do.....    | 1886        | 2,773              | Do.           |
| 30. Montana.....       | do.....    | 1887        | 2,775              | Do.           |
| 31. Michigan.....      | do.....    | 1890        | 3,722              | Do.           |
| 32. Minnesota.....     | do.....    | 1887        | 3,216              | Do.           |
| 33. Massepequa.....    | do.....    | 1893        | 3,027              | Do.           |
| 34. Menantic.....      | do.....    | 1893        | 3,024              | Do.           |
| 35. Coxa.....          | do.....    | 1886        | 2,607              | Do.           |
| 36. Condor.....        | do.....    | 1893        | 3,053              | Do.           |
| 37. Capae.....         | do.....    | 1893        | 3,052              | Do.           |
| 38. Cacique.....       | do.....    | 1894        | 3,052              | Do.           |
| 39. Brookline.....     | do.....    | 1894        | 1,357              | Do.           |
| 40. Barnstable.....    | do.....    | 1894        | 1,356              | Do.           |
| 41. Rappahannock.....  | do.....    | 1893        | 3,884              | Do.           |
| 42. Shenandoah.....    | do.....    | 1893        | 3,886              | Do.           |
| 43. Kanawha.....       | do.....    | 1893        | 3,884              | Do.           |
| 44. Appomattox.....    | do.....    | 1893        | 2,875              | Do.           |
| 45. Chickahominy.....  | do.....    | 1893        | 2,875              | Do.           |
| 46. Greenbrier.....    | do.....    | 1893        | 2,875              | Do.           |
| 47. Clearwater.....    | do.....    | 1894        | 1,147              | Do.           |
| 48. Shearwater.....    | do.....    | 1888        | 952                | Do.           |



## D.

## A BILL concerning tonnage tax.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section eleven of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, as amended by section one of chapter sixty-one of the laws of eighteen hundred and eighty-eight, be, and is hereby, amended to read as follows:

"SEC. 11. That section fourteen of 'An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes,' approved June twenty-sixth, eighteen hundred and eighty-four, be, and is hereby, amended to read as follows:

"SEC. 14. In lieu of the tax on tonnage of thirty cents per ton per annum imposed prior to July first, eighteen hundred and eighty-four, a duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or the Hawaiian Islands, or Newfoundland. A duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry upon all vessels which shall be entered in the United States from any other foreign ports, not, however, to include vessels in distress or not engaged in trade. Sections forty-two hundred and twenty-three and forty-two hundred twenty-four, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby, repealed."

SEC. 2. Section twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six and section forty-two hundred and thirty-two of the Revised Statutes are hereby repealed.

SEC. 3. This act shall take effect one month after its passage.

## E.

## A BILL to remove discriminations against American sailing vessels in the coasting trade.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-four hundred and forty-two of the Revised Statutes be, and is hereby, amended by adding thereto the following: "Whenever the master or mate of a sailing vessel of the United States employed in the coastwise trade, claiming to be a skillful pilot, offers himself for a license, the inspectors shall make diligent inquiry as to his character and merits and if satisfied, from personal examination of the applicant, with the proof that he offers that he possesses the requisite knowledge and skill, and is trustworthy and faithful, they shall grant him a license for the term of one year to pilot any such vessel within the limits prescribed in the license; but such license shall be suspended or revoked upon satisfactory evidence of negligence, unskillfulness, inattention to the duties of his station, or intemperance, or the willful violation of any of the provisions of this title."

SEC. 2. That section forty-four hundred and forty-four of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4444. No State or municipal government shall impose upon pilots of vessels any obligation to procure a State or other license in addition to that issued by the United States, or any other regulation which will impede such pilots in the performance of the duties required by this title; nor shall any pilot charges be levied by any such authority upon any vessel piloted as provided by this title, nor upon any vessel of the United States employed in the coastwise trade being towed into or out of any port of the United States by a steam vessel under command of a pilot licensed for such port under the laws of the United States; and in no case shall the fees charged for the pilotage of any vessel exceed the customary or legally established rates in the State where the same is performed. Nothing in this title shall be construed to annul or affect any regulation established by the laws of any State, requiring vessels entering or leaving a port in any such State, other than coastwise vessels, to take a pilot duly licensed or authorized by the laws of such State, or of a State situate upon the waters of such State."

SEC. 3. That section forty-two hundred and thirty-seven be, and is hereby amended to read as follows:

"SEC. 4237. No regulations or provisions shall be adopted by any State which shall make any discrimination in the rate of pilotage or half-pilotage between vessels sailing between the ports of one State and vessels sailing between the ports of different States, or any discrimination against vessels propelled in whole or in



part by steam or sail, or against national vessels of the United States; and all existing regulations or provisions making any such discrimination are annulled and abrogated."

SEC. 4. This act shall take effect six months after its passage.

## F.

A BILL concerning sail vessels over seven hundred tons.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-four hundred and thirty-eight of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4438. The boards of local inspectors shall license and classify the masters, chief mates, engineers, and pilots of all steam vessels, and the masters and chief mates of sail vessels of over seven hundred tons. It shall be unlawful to employ any person, or for any person to serve, as a master, chief mate, engineer, or pilot of any steamer, or as master or chief mate of any sail vessel of over seven hundred tons who is not licensed by the inspectors; and any one violating this section shall be liable to a penalty of one hundred dollars for each offense."

SEC. 2. That section forty-four hundred and thirty-nine of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4439. Whenever any person applies to be licensed as master of any steam vessel, or of a sail vessel of over seven hundred tons, the inspectors shall make diligent inquiry as to his character, and shall carefully examine the applicant, as well as the proofs which he presents in support of his claim, and if they are satisfied that his capacity, experience, habits of life, and character are such as to warrant the belief that he can be safely intrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties on any such vessel for the term of one year; but such license shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to his duties, or the willful violation of any provision of this title applicable to him."

SEC. 3. That section forty-four hundred and forty of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4440. Whenever any person applies for authority to be employed as chief mate of steam vessels, or of sail vessels of over seven hundred tons, the inspectors shall require satisfactory evidence of the knowledge, experience, and skill of the applicant in lading cargo, and in handling and stowage of freight, and shall examine him as to his knowledge and ability in navigation and managing such vessels, and all other duties pertaining to his station; and if satisfied of his qualifications and good character, they shall grant him a license, authorizing him to perform such duties for the term of one year; but such license shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, unskillfulness, or want of knowledge of the duties of his station, or the willful violation of any provision of this title applicable to him."

SEC. 4. That section forty-four hundred and seventeen of the Revised Statutes be, and is hereby, amended by adding thereto the words: "The local inspectors shall, once in every year, at least, upon application in writing of the master or owner, carefully inspect the hull of each sail vessel of over seven hundred tons within their respective districts, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for the crew, and is in a condition to warrant the belief that she may be used in navigation with safety to life."

SEC. 5. That this act shall take effect on July first, eighteen hundred and ninety-eight.

## G.

A BILL to prohibit advances and regulate allotments of wages to seamen.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be, and is hereby, made unlawful in any case to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay any person, other than an officer authorized by act of Congress, any remuneration for the shipment of seamen. Any person paying such advance wages or such remuneration shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine not less than four times the amount of the wages so advanced or remuneration so paid, and may be also imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages or remuneration shall in no case, except as herein provided,



absolve the vessel, or the master or owner thereof, from full payment of wages after the same shall have been actually earned, and shall be no defense to a libel, suit, or action for the recovery of such wages. If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment as a seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall, for every such offense, be liable to a penalty of not more than one hundred dollars.

SEC. 2. It shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother, or other relative, or to a savings bank.

SEC. 3. It shall be lawful for any seaman engaged in a vessel of the burden of seventy-five tons or upward bound from a port on the Atlantic to a port on the Pacific, or vice versa, or in a vessel engaged in foreign trade, except trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or the Republic of Mexico, to stipulate in his shipping agreement for an allotment of an amount, to be fixed by regulation of the Commissioner of Navigation, with the approval of the Secretary of the Treasury, not exceeding one month's wages, to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement.

SEC. 4. It shall be lawful for any seaman in the coasting trade or the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or the Republic of Mexico to stipulate in his shipping agreement for an allotment of an amount, to be fixed by regulation of the Commissioner of Navigation, with the approval of the Secretary of the Treasury, not exceeding ten dollars, to an original creditor in liquidation of any just debt for clothing which he may have contracted prior to engagement.

SEC. 5. It shall be lawful for any shipwrecked seaman to stipulate in his shipping agreement for an allotment to an original creditor in liquidation of any just debt for board, clothing, or transportation which he may have contracted prior to engagement of an amount certified to as reasonable by the shipping commissioner.

SEC. 6. No allotment note shall be valid unless signed and approved by the shipping commissioner. It shall be the duty of said commissioner to examine such allotments and the parties to them and enforce compliance with the law. All stipulations for the allotment of any part of the wages of a seaman during his absence which are made at the commencement of the voyage shall be inserted in the agreement and shall state the amounts and times of the payments to be made and the persons to whom such payments are to be made.

SEC. 7. No allotment to any person or corporation except as provided for in the foregoing sections shall be lawful. Any person who shall falsely claim to be the wife, mother, or other relative or an original creditor of a seaman under this act, or shall make a false statement of the nature or amount of any debt claimed to be due from any seaman under this act, shall for every such offense be punishable by a fine not exceeding five hundred dollars or imprisonment not exceeding six months, at the discretion of the court.

SEC. 8. This act shall apply as well to foreign vessels as to vessels of the United States; and any master, owner, consignee, or agent of any foreign vessel who has violated its provisions shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for a similar violation.

SEC. 9. This act shall not apply to whaling vessels.

SEC. 10. Under the direction of the Secretary of the Treasury, the Commissioner of Navigation shall make regulations to carry out this act.

SEC. 11. Section ten of chapter one hundred and twenty-one of the laws of eighteen hundred and eighty-four, approved June twenty-sixth, eighteen hundred and eighty-four, section three of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, sections forty-five hundred and thirty-one and forty-six hundred and nine of the Revised Statutes, and so much of chapter ninety-seven of the laws of eighteen hundred and ninety-five, approved February eighteenth, eighteen hundred and ninety-five, as relates to allotments, are hereby repealed.

SEC. 12. This act shall take effect one month after its passage.

## H.

A BILL to abolish imprisonment of seamen in the common jails of the United States for desertion.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the first and second subdivisions of section forty-five hundred and ninety-six of the Revised Statutes be, and are hereby amended, to read as follows:

"First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then



earned; and also, except in the United States, he shall be liable to imprisonment for not more than two months.

"Second. For neglecting or refusing, without reasonable cause, to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel sailing from any port, either at the commencement or during the progress of any voyage, or for absence at any time without leave and without sufficient reason from his vessel or from his duty, not amounting to desertion or not treated as such by the master, by forfeiture of his wages of not more than two days' pay; and for every twenty-four hours of absence, either a sum not exceeding six days' pay or any expenses which have been properly incurred in hiring a substitute; and also, except in the United States, he shall be liable to imprisonment for not more than one month."

SEC. 2. That section forty-five hundred and ninety-eight of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4598. If any seaman who shall have signed a contract to perform a voyage or any apprentice shall, at any port or place, desert or shall absent himself from such vessel without leave of the master, or officer commanding in the absence of the master, it shall be lawful for the master, any mate, the owner, ship's husband, or consignee of the ship, with or without the assistance of the local police officers or constables, to convey him on board his ship, and those officers and constables are hereby directed to give assistance if required. The conveyance of such offender on board his ship shall be subject to the provisions of section forty-five hundred and ninety-nine of the Revised Statutes. The reasonable expenses of the conveyance, apprehension, and commitment of the offender may be deducted from his wages."

SEC. 3. A seaman in the United States may give notice either to the owner or master of the ship not less than forty-eight hours before the time at which he ought to be on board his ship of his intention to absent himself from his duty, and when such notice has been given he shall not be liable to be conveyed on board his ship.

SEC. 4. That section forty-five hundred and fifty-eight of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4558. If after judgment that such vessel is fit to proceed on her intended voyage, or after procuring such men, provisions, stores, repairs, or alterations as may be directed, a seaman of the vessel shall refuse to proceed on the voyage, he shall forfeit his effects on board and any wages that may be due him, and shall be further liable, except in the United States, in the discretion of the court, to imprisonment for not to exceed three months."

SEC. 5. The provisions of this act shall apply to the foreign and coastwise trade.

SEC. 6. This act shall take effect one month after its passage.

## I.

A BILL to amend sections seven and eight of the act of August twenty-eighth, eighteen hundred and ninety-four, entitled "An act to reduce taxation, to provide revenue for the Government, and for other purposes."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section seven of the act of August twenty-eighth, eighteen hundred and ninety-four, entitled "An act to reduce taxation, to provide revenue for the Government, and for other purposes," be, and is hereby, amended to read as follows:

"SEC. 7. All materials of foreign production which may be necessary for the construction of vessels built in the United States and all such materials necessary for the building of their machinery, and all articles necessary for their outfit and equipment, after the passage of this act may be imported in bond under such regulations as the Secretary of the Treasury may prescribe, and upon proof that such materials have been used for such purposes no duties shall be paid thereon: *Provided*, That vessels built in the United States for foreign account and ownership shall not be allowed to engage in the coastwise trade of the United States."

SEC. 2. That section eight of the aforesaid act is amended to read:

"SEC. 8. All articles of foreign production needed for the repair of American vessels may be withdrawn from bonded warehouses free of duty under such regulations as the Secretary of the Treasury may prescribe."

SEC. 3. This act shall take effect one month after its passage.

## K.

A BILL to promote repair work in American shipyards.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-one hundred and thirty-six of the Revised Statutes be, and is hereby, amended to read as follows:



"SEC. 4136. The Commissioner of Navigation may issue a register or enrollment for a foreign vessel owned by a citizen of the United States if during the twelve months preceding the application for registry repairs and improvements have been put upon such vessel in the United States equal to three-fourths of its appraised value at the date of application for registry."

## L.

A BILL to amend the laws relating to navigation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section forty-five hundred and seven of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4507. The Secretary of the Treasury shall assign in public buildings or otherwise procure suitable offices and rooms for the shipment and discharge of seamen, to be known as shipping commissioners' offices, and shall procure furniture, stationery, printing, and other requisites for the transaction of the business of such offices.

SEC. 2. On and after June thirtieth, eighteen hundred and ninety-eight, every place appropriated to the crew of a seagoing vessel of the United States shall have a space of not less than seventy-two cubic feet and not less than twelve superficial feet measured on the deck or floor of that place for each seaman or apprentice lodged therein. Such place shall be securely constructed, properly lighted, drained, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvium of cargo or bilge water; and failure to comply with this provision shall subject the owner to a penalty of five hundred dollars.

SEC. 3. That section forty-five hundred and seventy-six of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4576. The master of every vessel bound on a foreign voyage or engaged in the whale fishery shall exhibit the certified copy of the list of the crew to the first boarding officer at the first port in the United States at which he shall arrive on his return, and also produce the persons named therein to the boarding officer; whose duty it shall be to examine the men with such list, and to report the same to the collector; and it shall be the duty of the collector at the port of arrival, where the same is different from the port from which the vessel originally sailed, to transmit a copy of the list so reported to him to the collector of the port from which such vessel originally sailed. For each failure to produce any person on the certified copy of the list of the crew the master and owner shall be severally liable to a penalty of four hundred dollars, to be sued for, prosecuted, and disposed of in such manner as penalties and forfeitures which may be incurred for offenses against the laws relating to the collection of duties. But such penalties shall not be incurred on account of the master not producing to the first boarding officer any of the persons contained in the list who may have been discharged in a foreign country with the consent of the consul, vice-consul, commercial agent, or vice commercial agent there residing, certified in writing, under his hand and official seal, to be produced to the collector with the other persons composing the crew, nor on account of any such person dying or absconding or being forcibly impressed into other service of which satisfactory proof shall be then also exhibited to the collector."

SEC. 4. That section forty-five hundred and forty-one of the Revised Statutes be, and is hereby, amended by substituting the words "circuit court of the circuit" for the words "district judge for the district."

SEC. 5. That section forty-five hundred and forty-two of the Revised Statutes be, and is hereby, amended by adding thereto the words "or where he died."

SEC. 6. That section forty-five hundred and forty-five of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4545. A circuit court, in its discretion, may at any time direct the sale of the whole or any part of the effects of a deceased seaman or apprentice, which it has received or may hereafter receive, and shall hold the proceeds of such sale as the wages of deceased seamen are held. When no claim to the wages or effects or proceeds of the sale of the effects of a deceased seaman or apprentice, received by a circuit court, is substantiated within six years after the receipt thereof by the court, it shall be in the absolute discretion of the court, if any subsequent claim is made, either to allow or refuse the same. Such courts shall, from time to time, pay any moneys arising from the unclaimed wages and effects of deceased seamen, which, in their opinion, it is not necessary to retain for the purpose of satisfying claims, into the Treasury of the United States, and such moneys shall form a fund for, and be appropriated to, the relief of sick and disabled and destitute seamen belonging to the United States merchant marine service."

SEC. 7. That chapter ninety-seven of the laws of eighteen hundred and ninety-five, entitled "An act to amend an act entitled 'An act to amend the laws relative to shipping commissioners,' approved August nineteenth, eighteen hundred and ninety," is



amended by striking therefrom the word "seventh," and by inserting the words "and four thousand six hundred and two" after the words "four thousand five hundred and fifty-four."

SEC. 8. Fees for the entry direct from a foreign port and for the clearance direct to a foreign port of a vessel navigating the waters of the northern, northeastern, and northwestern frontiers of the United States otherwise than by sea, prescribed by section forty-three hundred and eighty-two of the Revised Statutes, are abolished. Where such fees, under existing laws, constitute in whole or in part the compensation of a collector of customs, such officer shall hereafter receive a fixed sum for each year equal to the amount which he would have been entitled to receive as fees for such services during said year.

SEC. 9. That section forty-one hundred and sixty-five of the Revised Statutes be, and is hereby, amended to read as follows:

"SEC. 4165. No vessel, registered pursuant to law, which by sale has become the property of a foreigner, shall be entitled to a new register upon afterwards becoming American property, if it has been enlarged or undergone change of build outside the United States."

SEC. 10. That section thirteen of chapter three hundred and forty-four of the laws of eighteen hundred and seventy-four be, and is hereby, amended to read as follows:

"SEC. 13. The Secretary of the Treasury may, upon application therefor, remit or mitigate any penalty provided for in this act, or discontinue any prosecution to recover the same, upon such terms as he, in his discretion, shall think proper, and shall have authority to ascertain the facts upon all such applications in such manner and under such regulations as he may think proper. All penalties herein provided may be sued for, prosecuted, recovered, and disposed of in the manner prescribed by section forty-three hundred and five of the Revised Statutes."

SEC. 11. That rule fourteen and rule fifteen (a), (b), and (c) of section forty-two hundred and thirty-three of the Revised Statutes be, and are hereby, amended to read as follows:

"Rule fourteen. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it. The exhibition of any light on board of a revenue cutter of the United States may be suspended whenever, in the opinion of the commander of the vessel, the special character of the service may require it.

"Rule fifteen (a). Steam vessels under way shall sound a steam whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute. Steam vessels, when towing, shall sound three blasts in quick succession, repeated at intervals of not more than one minute. (b) Sail vessels under way shall sound a fog horn at intervals of not more than one minute. (c) Steam vessels and sail vessels, when not under way, shall sound a bell at intervals of not more than two minutes."

SEC. 12. That section forty-two hundred and thirty-three of the Revised Statutes be, and is hereby, amended by adding thereto:

"Rule twenty-five. A sail vessel which is being overtaken by another vessel during the night shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

"Rule twenty-six. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case."

SEC. 13. That the Secretary of the Treasury be, and he is hereby, authorized to direct the inspection of any foreign vessel, admitted to American registry, its steam boilers, steam pipes, and appurtenances, and to direct the issue of the usual certificate of inspection, whether said boilers, steam pipes, and appurtenances are or are not constructed pursuant to the laws of the United States, or whether they are or are not constructed of iron stamped pursuant to said laws. The tests in the inspection of such boilers, steam pipes, and appurtenances shall be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes.

SEC. 14. That section twenty-eight hundred and thirty-four of the Revised Statutes be, and is hereby, amended by repealing the following words therein:

"The master of any vessel bound to any district in Connecticut, through or by the way of Sandy Hook, shall, before he passes the port of New York, and immediately after his arrival, deposit with the collector for the district of New York a true manifest of the cargo on board such vessel. The master of any vessel bound to the district of Burlington, shall, before he passes the port of Philadelphia, and immediately after his arrival, deposit with the collector thereof a like manifest; and the collector shall, after registering the manifest, transmit the same, duly certified to have been so deposited, to the officer with whom the entries are to be made; and the."



SEC. 15. That sections twenty-five hundred and seventy, twenty-five hundred and seventy-one, twenty-five hundred and seventy-two, twenty-five hundred and seventy-three, twenty-five hundred and seventy-four, twenty-five hundred and seventy-five, twenty-five hundred and eighty-four, twenty-five hundred and eighty-five, twenty-eight hundred and twenty-four, twenty-eight hundred and thirty-five, twenty-eight hundred and ninety-seven, forty-one hundred and thirty-three, forty-one hundred and thirty-four, forty-two hundred and thirty-four, forty-three hundred and six, forty-three hundred and seven, forty-five hundred and eighty-nine, and forty-five hundred and ninety of the Revised Statutes are repealed.

SEC. 16. That section twenty-seven hundred and ninety-seven of the Revised Statutes be, and is hereby, amended by adding thereto the following words:

"Sea stores and the legitimate equipment of vessels belonging to regular lines plying between foreign ports and the United States may be transferred in any port of the United States under the supervision of customs officers from one vessel to another vessel of the same owner without payment of duties, but duties must be paid on such stores or equipments, landed for consumption, except American products."

SEC. 17. That this act, except sections eleven and twelve, shall take effect one month after its passage; sections eleven and twelve shall take effect six months after its passage.

#### RESOLUTION M.

*Resolved by the House of Representatives (the Senate concurring),* That there be printed five thousand copies of the laws of the United States relating to navigation and the merchant marine, to be compiled by the Commissioner of Navigation at the close of the present session of Congress, of which one thousand copies shall be for the use of the Senate, two thousand copies for the use of the House of Representatives, and two thousand copies for the use of the Bureau of Navigation.

*Resolved by the Senate (the House of Representatives concurring),* That there be printed five thousand copies of the laws of the United States relating to navigation and the merchant marine, to be compiled by the Commissioner of Navigation at the close of the present session of Congress, of which one thousand copies shall be for the use of the Senate, two thousand copies for the use of the House of Representatives, and two thousand copies for the use of the Bureau of Navigation.

#### STATISTICS FOR THE YEAR.

On June 30, 1895, the merchant marine of the United States, including all kinds of documented shipping, comprised 23,240 vessels, of 4,635,960 gross tons. On June 30, 1894, it comprised 23,586 vessels, of 4,684,029 gross tons. The following table shows the geographical distribution, motive power and material of construction, and trade of vessels of the United States for the fiscal year 1895 compared with the fiscal year 1894, and also the construction for the two years:

|                                   | 1894.   |             | 1895.   |             |
|-----------------------------------|---------|-------------|---------|-------------|
|                                   | Number. | Gross tons. | Number. | Gross tons. |
| <i>Geographical distribution.</i> |         |             |         |             |
| Atlantic and Gulf coast.....      | 17,468  | 2,712,944   | 17,136  | 2,679,779   |
| Pacific coast.....                | 1,520   | 456,359     | 1,525   | 433,502     |
| Northern lakes.....               | 3,341   | 1,227,401   | 3,342   | 1,241,459   |
| Western rivers.....               | 1,257   | 287,325     | 1,237   | 281,220     |
| Total.....                        | 23,586  | 4,684,029   | 23,240  | 4,635,960   |
| <i>Power and material.</i>        |         |             |         |             |
| Sail: *                           |         |             |         |             |
| Wood.....                         | 17,016  | 2,443,187   | 16,633  | 2,361,227   |
| Iron and steel.....               | 44      | 51,412      | 53      | 61,932      |
| Total.....                        | 17,060  | 2,494,599   | 16,686  | 2,423,159   |
| Steam:                            |         |             |         |             |
| Wood.....                         | 5,715   | 1,311,097   | 5,708   | 1,304,777   |
| Iron and steel.....               | 811     | 878,333     | 846     | 908,024     |
| Total.....                        | 6,526   | 2,189,430   | 6,554   | 2,212,801   |
| Canal boats.....                  | 745     | 82,362      | 680     | 75,051      |
| Barges.....                       | 1,370   | 389,338     | 1,363   | 382,632     |
| Total.....                        | 2,115   | 471,700     | 2,043   | 457,683     |

\* Including canal boats and barges.



*Statistics for the year—Continued.*

|                                     | 1894.   |             | 1895.   |             |
|-------------------------------------|---------|-------------|---------|-------------|
|                                     | Number. | Gross tons. | Number. | Gross tons. |
| <i>Registered: Trade.</i>           |         |             |         |             |
| Steam, iron and steel.....          | 108     | 228, 575    | 98      | 214, 391    |
| Steam, wood.....                    | 138     | 37, 516     | 141     | 37, 654     |
| Sail,* wood and iron and steel..... | 1, 104  | 650, 089    | 1, 021  | 586, 142    |
| Total .....                         | 1, 350  | 916, 180    | 1, 260  | 838, 187    |
| <i>Enrolled and licensed:</i>       |         |             |         |             |
| Steam, iron and steel.....          | 703     | 649, 758    | 748     | 693, 632    |
| Steam, wood.....                    | 5, 577  | 1, 273, 581 | 5, 567  | 1, 267, 124 |
| Sail,† wood and iron and steel..... | 15, 956 | 1, 844, 511 | 15, 665 | 1, 837, 017 |
| Total .....                         | 22, 236 | 3, 767, 850 | 21, 980 | 3, 797, 773 |
| CONSTRUCTION DURING THE YEAR.       |         |             |         |             |
| Total built and documented.....     | 838     | 131, 195    | 694     | 111, 602    |
| <i>Geographical distribution.</i>   |         |             |         |             |
| Atlantic and Gulf coast.....        | 592     | 74, 708     | 453     | 59, 983     |
| Pacific coast.....                  | 58      | 5, 392      | 74      | 7, 144      |
| Northern lakes.....                 | 106     | 41, 484     | 93      | 36, 353     |
| Western rivers.....                 | 82      | 9, 111      | 74      | 8, 122      |
| Total .....                         | 838     | 131, 195    | 694     | 111, 602    |
| <i>Power and material.</i>          |         |             |         |             |
| <i>Sail:</i>                        |         |             |         |             |
| Wood.....                           | 475     | 33, 178     | 394     | 29, 631     |
| Steel.....                          | 2       | 4, 649      | 3       | 5, 269      |
| <i>Steam:</i>                       |         |             |         |             |
| Wood.....                           | 256     | 36, 899     | 213     | 27, 133     |
| Iron and steel.....                 | 37      | 46, 821     | 35      | 42, 620     |
| Canal boats.....                    | 14      | 1, 522      | 11      | 1, 225      |
| <i>Barges:</i>                      |         |             |         |             |
| Wood.....                           | 51      | 8, 126      | 33      | 5, 018      |
| Steel.....                          |         |             | 5       | 706         |
| Total .....                         | 838     | 131, 195    | 694     | 111, 602    |

\* Including barges.

† Including canal boats and barges.

The total number of vessels built and documented during the year was 694, of 111,602 gross tons, as against 838 vessels, of 131,195 gross tons, for the previous fiscal year, a decrease in construction of 19,593 tons. This decrease was brought about by the almost complete cessation of construction during the early part of the fiscal year and does not show the situation after the general revival of business at the close of the year. Thus the total documented construction during April, May, and June of the current year was 247 vessels of 72,633 gross tons, compared with 304 vessels of 48,503 gross tons during the same months of 1894. At the present time our shipyards as a rule are more fully employed than they have been in two years or more, and the indications point to a large construction for the current fiscal year.

## CONCLUSION.

The work of the Bureau during the year, measured by its correspondence and the number of cases considered, has been larger than at any time in its history, and about 20 per cent greater than the average for ten years. It has been accomplished without any increase in the force of clerks of the office, to whose industry and fidelity acknowledgment is here made.

Respectfully, yours,

EUGENE TYLER CHAMBERLAIN,  
*Commissioner.*

Hon. J. G. CARLISLE,  
*Secretary of the Treasury.*







## APPENDIXES.

### APPENDIX A.

#### ANNUAL REPORTS OF UNITED STATES SHIPPING COMMISSIONERS.

The annual reports of the United States shipping commissioners for the past fiscal year, by direction of the Bureau, were confined to matters relating particularly to the administration of their own offices. Last year full reports were invited from them on a number of the general problems of shipping and were published in the annual report of this Bureau, to which are referred those caring to ascertain the views of the commissioners on the causes for the decline of American seamen and kindred topics. Besides the general statistics of shipments required, commissioners were asked this year to submit estimates of the probable annual cost of fitting up offices, with rooms attached for masters and seamen in which seamen could be employed and shipped as contemplated by law, and their views upon the desirability of the plan. Commissioners were also asked to give their opinions and the opinions of those with whom they came into business contact of the operation of the law partially abolishing allotments in the coasting trade.

Last December a new office was established at Brunswick, Ga., which gives promise of becoming an important center, and at the close of the fiscal year the offices at Charleston, S. C., and Astoria, Oreg., were abolished, as the business done during the year did not appear to warrant their longer maintenance. Such duties as are necessary will hereafter be performed by the collectors of customs for those districts. The number of deputies and clerks employed in the twenty-three offices last year was 30.

#### GENERAL STATISTICS.

The subjoined table shows the shipments, reshipments, and discharges at each of the twenty-three ports where shipping commissioners were established, together with the total cost of operating each office and the average cost per man for services rendered. The total number of times when services were rendered is 118,493, compared with 106,304 during the previous year. The total of discharges in the foreign trade is 30,899, compared with 28,504 for the previous year; of discharges in the coasting trade, in which appearance before the commissioners is voluntary, 4,859, compared with 6,400 for 1893-94. The number of shipments was 57,501 and of reshipments 25,234, a total of 82,735, compared with 71,499 shipments and reshipments reported together in last year's figures from some ports, while a few ports omitted reshipments from their returns. The New York office reports that a total of 2,155 crews have passed through it, compared with 2,044 for the previous year, with an increase of 7,154 in the number of men engaged, and the Boston office reports that 2,750 crews were shipped and paid off in it, compared with 2,201 for the previous year. The Philadelphia and Providence offices show a considerable increase in business. The San Francisco office shows a decrease of 1,500 in shipments, which the commissioner attributes in part to the operations of the act of February 18, 1895. The gains and losses in the remaining offices are not so considerable as to call for comment.

The total expenses of the service were \$61,511.70, compared with \$59,934.72 for the previous year. The total expenses, divided by the total of services rendered, giving the cost to the Government of its services per man, was 52 cents, compared with 56 cents for the previous year.



*Shipments and discharges, total and average cost.*

| Ports.                 | Men discharged—       |                        | Men shipped.                    |                             | Total.  | Total cost, office. | Average cost per man. |
|------------------------|-----------------------|------------------------|---------------------------------|-----------------------------|---------|---------------------|-----------------------|
|                        | From foreign voyages. | From domestic voyages. | For whom received compensation. | Reshipped, no compensation. |         |                     |                       |
| Astoria .....          |                       |                        | <sup>1</sup> 21                 |                             | 21      | \$45.00             | \$2.14                |
| Baltimore .....        | 498                   | 110                    | 3,298                           | 268                         | 4,174   | 2,949.30            | .71                   |
| Bath .....             |                       | 106                    | <sup>1</sup> 1,006              |                             | 1,112   | 1,073.75            | .97                   |
| Boston .....           | 962                   | 950                    | 9,414                           | 63                          | 11,389  | 4,640.80            | .41                   |
| Brunswick .....        | 28                    | 11                     | <sup>1</sup> 145                |                             | 189     | 165.36              | .90                   |
| Charleston .....       | 17                    | 89                     | 298                             | 108                         | 512     | 292.08              | .57                   |
| Mobile .....           | 258                   | 28                     | 1,681                           | 1,845                       | 3,812   | 1,200.00            | .31                   |
| New Bedford .....      | 64                    | 42                     | 766                             | 122                         | 994     | 741.82              | .75                   |
| New Orleans .....      | 4,542                 | 166                    | 1,436                           | 3,470                       | 9,614   | 3,504.36            | .36                   |
| Newport News .....     |                       | 20                     | 255                             |                             | 275     | 346.71              | 1.26                  |
| New York .....         | 13,307                | 122                    | 11,716                          | 10,928                      | 36,073  | 17,544.13           | .49                   |
| Norfolk .....          | 31                    | 72                     | 1,239                           | 37                          | 1,379   | 1,164.34            | .84                   |
| Pascagoula .....       | 241                   | 8                      | 473                             | 98                          | 820     | 484.17              | .59                   |
| Pensacola .....        | 88                    | 33                     | 544                             | 113                         | 778     | 558.20              | .72                   |
| Philadelphia .....     | 1,900                 | 650                    | 9,298                           | 822                         | 12,670  | 6,228.00            | .49                   |
| Portland, Me .....     | 71                    | 713                    | 1,991                           | 208                         | 2,983   | 2,188.37            | .73                   |
| Port Townsend .....    | 359                   | 131                    | 715                             |                             | 1,205   | 1,348.80            | 1.12                  |
| Providence .....       |                       | 860                    | 1,777                           | 214                         | 2,851   | 2,185.85            | .76                   |
| Waldoboro .....        |                       | 12                     | 2,543                           | 1,073                       | 3,628   | 1,983.31            | .55                   |
| Rockport .....         |                       | 47                     | 1,872                           | 587                         | 2,506   | 1,695.37            | .68                   |
| San Francisco .....    | 8,434                 | 612                    | 6,580                           | 5,253                       | 20,879  | 10,737.50           | .51                   |
| Savannah .....         | 15                    | 37                     | 98                              | 2                           | 152     | 105.33              | .69                   |
| Wilmington, N. C ..... | 84                    | 40                     | 335                             | 23                          | 482     | 329.15              | .68                   |
| Total .....            | 30,899                | 4,859                  | 57,501                          | 25,234                      | 118,493 | 61,511.70           | .52                   |

<sup>1</sup> Total shipped.

## NATIVITY OF SEAMEN.

Reports showing the nativity of seamen cover 76,990 shipments this year, compared with 71,237 for the previous year. These totals differ from the totals of shipments because some commissioners have included reshipments, while others have not, and in some instances place of nativity has not been ascertained. Of these 76,990 shipments only 21,881 were reported of Americans, while last year 22,143 out of 71,237 shipments reported were of Americans. Shipments of Scandinavians have increased to 24,182 this year, compared with 21,996 for the previous year; of British, mainly from the North American provinces, from 10,346 to 11,552, and the Germans have nearly doubled, from 6,247 to 11,056 for the past year. A large part of the coal passers and firemen on our transatlantic line are of German birth.

*Nativity of men shipped.*

| Ports.                 | Americans. | British. | Germans. | French. | Norwegians, Swedes, and Danes. | Italians. | Other nationalities. | Total.              |
|------------------------|------------|----------|----------|---------|--------------------------------|-----------|----------------------|---------------------|
| Astoria .....          | 5          | 4        | 2        |         | 7                              |           | 3                    | 21                  |
| Baltimore .....        | 1,752      | 323      | 291      | 33      | 736                            | 7         | 424                  | 3,142               |
| Bath .....             | 632        | 75       | 36       | 5       | 295                            | 2         | <sup>1</sup> 91      | 1,136               |
| Boston .....           | 469        | 572      | 1,722    | 89      | 5,310                          | 162       | 1,090                | 9,414               |
| Brunswick .....        | 55         | 10       | 15       | 7       | 41                             |           | 17                   | 145                 |
| Charleston .....       | 112        | 34       | 33       | 5       | 108                            | 6         |                      | 298                 |
| Mobile .....           | 3,235      | 81       | 33       | 6       | 125                            | 11        | 35                   | <sup>2</sup> 3,526  |
| New Bedford .....      | 158        | 89       | 21       | 3       | 68                             | 1         | <sup>3</sup> 548     | <sup>2</sup> 888    |
| New Orleans .....      | 1,817      | 937      | 408      | 31      | 812                            | 515       | 386                  | <sup>2</sup> 4,906  |
| Newport News .....     | 134        | 43       | 16       | 4       | 37                             | 4         | 37                   | 275                 |
| New York .....         | 3,562      | 4,673    | 5,792    | 249     | 6,668                          | 143       | <sup>4</sup> 1,600   | <sup>2</sup> 22,687 |
| Norfolk .....          | 820        | 106      | 48       | 5       | 220                            | 4         | <sup>5</sup> 73      | 1,276               |
| Pascagoula .....       | 139        | 39       | 78       | 9       | 207                            | 7         | 92                   | <sup>2</sup> 571    |
| Pensacola .....        |            |          |          |         |                                |           |                      |                     |
| Philadelphia .....     | 2,787      | 835      | 1,073    | 187     | 3,248                          | 278       | 890                  | 9,298               |
| Portland, Me .....     | 1,013      | 149      | 142      | 31      | 715                            | 8         | 141                  | <sup>2</sup> 2,199  |
| Port Townsend .....    | 125        | 118      | 62       | 12      | 272                            | 12        | 114                  | 715                 |
| Providence .....       | 423        | 56       | 60       | 27      | 829                            | 35        | 357                  | 1,787               |
| Waldoboro .....        | 438        | 219      | 212      | 38      | 1,479                          | 31        | 126                  | 2,543               |
| Rockport .....         | 879        | 117      | 44       | 23      | 587                            | 21        | 201                  | 1,872               |
| San Francisco .....    | 3,130      | 3,029    | 894      | 106     | 2,294                          | 120       | 2,260                | <sup>2</sup> 11,833 |
| Savannah .....         | 37         |          | 21       |         | 30                             |           | 12                   | <sup>2</sup> 100    |
| Wilmington, N. C ..... | 159        | 43       | 53       | 1       | 94                             | 3         | 5                    | <sup>2</sup> 358    |
| Total .....            | 21,881     | 11,552   | 11,056   | 871     | 24,182                         | 1,370     | 8,502                | 76,990              |

<sup>1</sup> Including 53 Russian Finns. <sup>2</sup> Including reshipments. <sup>3</sup> Including 547 Portuguese.<sup>4</sup> Including 994 Russian Finns.<sup>5</sup> Including 44 Russian Finns.



## MAINTENANCE OF SHIPPING COMMISSIONERS' OFFICES.

Elsewhere in this report is presented an argument in favor of the assumption by the Government of the general maintenance of the offices of shipping commissioners as other public offices are maintained. To ascertain the approximate cost of this change of system shipping commissioners were instructed to report:

First. The cost of rent of a suitable office for the commissioner with a room or rooms attached for the accommodation of seamen, and to be used as an employment agency by the Government.

Second. The cost of furnishing and equipping such office and room or rooms.

Third. The annual cost of maintenance of such office and rooms.

Fourth. Incidental items, not apparently covered under other interrogatories.

Fifth. The total first cost and annual cost of maintaining and operating such office and seamen's headquarters.

Sixth. Whether Federal buildings contain suitable and available rooms for the purpose.

Seventh. A personal opinion as to the desirability of the change of system.

The following estimate, based on replies to these inquiries, is made by the Bureau as the approximate cost of establishing and equipping and annually maintaining such a service for seamen as our laws contemplate and as the laws of other nations provide.

The estimate for the first cost of furnishing and equipping offices for the twenty-one commissioners with a shipment room for seamen is \$5,650; the estimate for rent of seventeen offices and rooms is \$5,300, and for the annual maintenance of twenty-one offices and rooms is \$5,350. Bearing in mind the difficulties to be overcome in establishing a system believed to be more in accord with the purpose of our shipping laws than the present system, an estimate of \$6,000 each for equipping and furnishing, rent, and maintenance—in all, \$18,000 for the first year, and \$12,000 annually thereafter—is believed to be a fair statement of the cost to the Government of the plan proposed.

The cost of the shipping system as maintained during the past fiscal year was only \$61,512, and annual addition of \$12,000 to that amount would call for an annual expenditure of less than \$75,000 a year. This is the only agency maintained by the Government for the daily protection of American seamen, on whom the country must rely in the event of war to man its Navy, and who, in time of peace, are quite as essential to a national merchant marine as shipyards. The large expenditures made annually for the Navy are securing us rapidly a fleet of war vessels, but we have the men to get.

On the basis of fees, which between 1872 and 1884 were retained by commissioners to meet the expenses of their offices and from 1884 to 1886 were covered into the Treasury as a fund to pay rent and meet the expenses of the shipping service, the commissioners earned last year \$88,699, or a balance of \$27,187 over the salaries paid. Even with the additional appropriation proposed, the expense of the service will be at the rate of \$15,000 less than that contemplated at the time of its establishment and that which the Supreme Court, concurring with the lower courts which have passed upon the question, may hold is contemplated now by the law. (See decision of United States circuit court, p. 102.) The estimates by ports and items follow:

*Estimate of expense.*

|                       | First<br>cost of<br>furnish-<br>ing. | Rent. | Mainte-<br>nance. | Rent and<br>mainte-<br>nance. | Salaries,<br>1895. | Balance<br>earned,<br>1895. |
|-----------------------|--------------------------------------|-------|-------------------|-------------------------------|--------------------|-----------------------------|
| Baltimore.....        | \$250                                | ..... | \$300             | \$300                         | \$2,949            | \$1,089                     |
| Bath.....             | 150                                  | \$200 | 100               | 300                           | 1,074              | 72                          |
| Boston.....           | 350                                  | 300   | 300               | 600                           | 4,641              | 5,932                       |
| Brunswick.....        | 150                                  | 150   | 150               | 300                           | 165                | 18                          |
| Mobile.....           | 150                                  | 250   | 250               | 500                           | 1,200              | 694                         |
| New Bedford.....      | 150                                  | 150   | 100               | 250                           | 742                | 82                          |
| New Orleans.....      | 400                                  | 600   | 250               | 850                           | 3,504              | 1,304                       |
| Newport News.....     | 150                                  | 300   | 200               | 500                           | 347                | 39                          |
| New York.....         | 1,000                                | ..... | 1,500             | 1,500                         | 17,544             | 7,246                       |
| Norfolk.....          | 150                                  | 200   | 100               | 300                           | 1,164              | 129                         |
| Pascagoula.....       | 150                                  | 150   | 100               | 250                           | 484                | 52                          |
| Pensacola.....        | 150                                  | 200   | 100               | 300                           | 558                | 62                          |
| Philadelphia.....     | 500                                  | 600   | 250               | 850                           | 6,228              | 4,641                       |
| Portland, Me.....     | 450                                  | 150   | 150               | 300                           | 2,188              | 388                         |
| Port Townsend.....    | 150                                  | ..... | 250               | 250                           | 1,349              | 62                          |
| Providence.....       | 200                                  | 400   | 150               | 550                           | 2,186              | 189                         |
| Rockport.....         | 150                                  | 150   | 100               | 250                           | 1,695              | 188                         |
| San Francisco.....    | 500                                  | 1,000 | 500               | 1,500                         | 10,738             | 4,346                       |
| Savannah.....         | 150                                  | ..... | 250               | 250                           | 105                | 12                          |
| Waldoboro.....        | 150                                  | 200   | 100               | 300                           | 1,983              | 563                         |
| Wilmington, N. C..... | 200                                  | 300   | 150               | 450                           | 329                | 37                          |
| Total.....            | 5,650                                | 5,300 | 5,350             | 10,650                        | 61,512             | 27,187                      |



## SHIPPING COMMISSIONER'S EXPENSES.

UNITED STATES CIRCUIT COURT OF APPEALS, SECOND CIRCUIT.

JAMES C. REED, APPELLEE, *v.* THE UNITED STATES, APPELLANT.

Appeal from a judgment rendered by the United States circuit court, southern district of New York, in favor of plaintiff for \$4,033.71 in an action brought under the act of March 3, 1887, entitled "An act to provide for the bringing of suits against the Government of the United States." (24 Stat. L., 595.)

LACOMBE, *Circuit Judge*:

The plaintiff prior to July 1, 1884, had been duly appointed shipping commissioner of the United States at the port of New York, had duly qualified and entered upon the discharge of his duties. He continued to hold that office and discharge its duties until March 1, 1891. During part of this period he occupied rooms in the United States barge office. Subsequently, by direction of the Secretary of the Treasury, he removed his offices from said barge office and procured offices at No. 25 Pearl street and storage room for deceased seamen's effects at No. 19 Pearl street in said city.

Between the 1st day of July, 1886, and the 1st day of March, 1891, the plaintiff incurred various expenses and made various disbursements, amounting in the aggregate to the sum of \$4,033.71, for rent of offices and storage of deceased seamen's effects, cost of said removal of his offices, for stationery, telephone service, for Maritime Register, ice, freight on blanks, safe-deposit vault, telegrams, repairs, etc.

The record shows that these were proper, necessary, and reasonable expenditures required to enable the commissioner to comply with the statutes and regulations relating to his official duties. Without them it would not be practicable for him to discharge these duties, to make his official reports, nor to maintain "suitable premises" for the transaction of the public business which the law requires. (U. S. Rev. Stat., sec. 4507.) That any of the items charged for are unreasonable in amount or the prices excessive nowhere appears.

It is unnecessary to enter into any extended discussion as to the provisions of the original act of 1872, which created the office, regulated its administration, and fixed the fees to be paid and the compensation to be received by the commissioner out of those fees. Reference may be had to *In re Shipping Commissioner* (13 Blatch., 337). Nor has section 4507, United States Revised Statutes, which requires the commissioner to lease suitable premises at his own cost, any bearing upon the question here raised, inasmuch as the subsequent act of June 26, 1884, chapter 121, section 27 (23 Stat. L., 59), is controlling of the case at bar. It reads as follows:

"SEC. 27. The Secretary of the Treasury shall appoint a commissioner for each port of entry, which is also a port of ocean navigation, and which, in his judgment, may require the same; such commissioner to be termed a shipping commissioner, and may, from time to time, remove from office any such commissioner whom he may have reason to believe does not properly perform his duty, and shall then provide for the proper performance of his duties until another person is duly appointed in his place: *Provided*, That Shipping Commissioners now in office shall continue to perform the duties thereof until others shall be appointed in their places. Shipping Commissioners shall monthly render a full, exact, and itemized account of their receipts and expenditures to the Secretary of the Treasury, who shall determine their compensation, and shall from time to time determine the number and compensation of the clerks appointed by such commissioner, with the approval of the Secretary of the Treasury, subject to the limitations now fixed by law. The Secretary of the Treasury shall regulate the mode of conducting business in the shipping offices to be established by the shipping commissioners as hereinafter provided, and shall have full and complete control over the same, subject to the provisions herein contained; and all expenditures by shipping commissioners shall be audited and adjusted in the Treasury Department in the mode and manner provided for expenditures in the collection of customs. All fees of Shipping Commissioners shall be paid into the Treasury of the United States and shall constitute a fund which shall be used under the direction of the Secretary of the Treasury to pay the compensation of said Commissioners and their clerks and such other expenses as he may find necessary to ensure the proper administration of their duties."

Expenses such as these now under consideration appear to have been audited by the Treasury Department as a proper charge against the United States and paid down to July 1, 1886. Where the statute which renders such expenditures a necessary incident to an office does not expressly or by clear implication provide that they shall be paid for by the incumbent of the office out of his compensation, they are under the authorities a proper charge against the United States. (*Andrews v. United States*, 2 Story, 202; *United States v. Flanders*, 112 U. S., 92.) The statute last quoted expressly provides for their audit, adjustment, and payment.



The appellant refers to the act of June 19, 1886 (24 Stat. L., 79), the first section of which is as follows:

"That on and after July first, eighteen hundred and eighty-six, no fees shall be charged or collected by collectors or other officers of customs, or by inspectors of steam-vessels or shipping commissioners, for the following services to vessels of the United States \* \* \* [here follows a long enumeration] \* \* \* Collectors or other officers of customs, inspectors of steam-vessels, and shipping commissioners who are paid wholly or partly by fees shall make a detailed report of such services, and the fees provided by law, to the Secretary of the Treasury, under such regulations as that officer may prescribe; and the Secretary of the Treasury shall allow and pay, from any money in the Treasury not otherwise appropriated, said officers such compensation for said services as each would have received prior to the passage of this act; also such compensation to clerks of Shipping Commissioners as would have been paid them had this act not passed: *Provided*, That such services have, in the opinion of the Secretary of the Treasury, been necessarily rendered."

The contention that this section repeals the provisions of the act of 1884 (*supra*) as to expenditures by shipping commissioners other than for clerk, is wholly without merit. There is nothing in the act last quoted which is susceptible of any such construction. It contains no repealing clause, it does not refer directly or indirectly to such expenditures, nor does it necessarily imply any intention to impose the burden of maintaining suitable premises for the transaction of the public business which he, the shipping commissioner, is expressly required to procure (sec. 4507, U. S. Rev. Stat.), upon him instead of upon the Government, which requires it to be maintained, and which had assumed the obligation of maintaining it and paying the necessary expense thereof under the acts of 1872 and 1884.

There is no weight in the suggestion that at the time the compensation of the shipping commissioner was fixed under the section above quoted from the act of 1884, "He was informed that it was to be understood that from such compensation he should pay all his official expenses except for employees and rent." The law regulating this subject is to be found not in the "understanding of some former Secretary of the Treasury," nor in the "information" given to the plaintiff, but in the statute itself, which is too clear and unambiguous to admit of but one construction.

The judgment of the circuit court is affirmed.

#### OPINIONS OF COMMISSIONERS.

The opinions expressed by shipping commissioners for and against the proposed plan are subjoined.

Following are the expressions of commissioners favorable to the proposed change:

*Bath, Me.*—In my opinion the suggested change of system does offer advantages fully compensatory for the increased cost. (a) It would make the location permanent during the changes of commissioners. (b) Would keep the sailors off the streets and out of the liquor shops, where they have to be sought, and thus save much time and expense, and would be advantageous both to the commissioner and the men in this respect. (c) It would tend to discourage outside offices.

*Boston.*—The suggested change of system would be of great relief and assistance to the commissioner, and it has always been my opinion that the Government should assume this expense.

*Brunswick, Ga.*—It would better facilitate matters and be of advantage to shipping.

*Mobile.*—The contemplated change would certainly make the shipping office more easy of access to the captains and seamen, thus saving much time in going to and fro. But the getting of seamen to collect or rendezvous at any specified place, is an experiment, the result of which is a matter of much doubt, inasmuch as the sailor boarding-house keepers would do all in their power against the success of the scheme, and the captains would of necessity, to some extent, side with them, as at present it is only in the main through the boarding-house keepers that they can secure their crews.

*New Orleans.*—The proposed change would offer advantages, as a better class of seamen could be found, and at the same time it would keep them out of the hands of shipping agents and sharks. As it is now, whenever a crew is desired, the master of a vessel has to go from one house to another selecting the men he desires, which requires time.

*Newport News.*—The suggested change of system will offer many advantages and greatly compensate for the increased cost to the Government. My opinion is based on a knowledge derived from having been a seafaring man for twenty-three years, the last fifteen years as master of American sailing vessels. With the present compensation derived from the office of the shipping commissioner I can not afford to rent and maintain an office for this business. The great benefit to be derived from the establishment and maintenance by the Government of an office and room, as seems to be contemplated by your letter, is that the location becomes known, thereby



enabling sailors seeking berths to come to the office to ship, and at the same time masters seeking men as crews can open their articles at the office so as to have their men sign, ready for the vessel when she sails. When crews are to be paid off, masters can bring their papers to the office and have the crews paid off and all differences settled before the commissioner. As at present situated, I have to go to vessels that are in the stream to sign men, and when differences arise between master and sailors, I have to examine where best I can, which imposes a hardship on all concerned. A room for the sailors attached to the shipping commissioner's office would afford a resting place and refuge from the questionable methods of "land sharks" or runners for sailors' boarding houses, who infest this place. The shipping of sailors at Newport News is increasing, and would still more increase, to the benefit of maritime interests, if such an office and room were established.

*New York.*—These changes would prevent the exaction of any fee from the sailors by either the shipping agent or boarding-house keeper.

*Philadelphia.*—The suggested change of system would be of great benefit to the seaman and master. Those desiring to ship without being subjected to any cost, could leave or bring their baggage and report in person daily, and be ever ready to sign articles and proceed to sea when wanted. If there was any imposition practiced by master or vice versa, the one so affected could be righted without any delay. If the master desired to engage his crew without having to pay the "middleman," he could do so. It would induce the sailor to ship himself and avoid the payment of the dollar, which he alleges he has to pay for a chance. It would give the commissioner greater control over the sailor and possibly do away with the "middleman." It would be a safeguard thrown around the sailor, if he desired to take advantage of it. It would increase the efficiency of the office and have a tendency to lessen the expense appertaining to the ship, thereby encouraging American shipping.

*Providence.*—Without doubt the suggested change of system offers advantages compensating for the increased cost to the Government. Quarters directly supported by the Government will be resorted to in every case by masters and seamen when they become aware that the accommodations for them are so maintained. In case of a change in commissioners, there is less liability of change in location by the succeeding official, thus allowing the establishment of an office which can at all times be readily located. But the chief advantage will be the great benefit in quick shipment of crews. Seamen, knowing that a waiting room is provided for them at the expense of the Government, will gather there, and will do so in preference to other places, and captains requiring crews can select their men with great facility at the general headquarters which the proposed change will surely establish.

*Savannah.*—The interests of the merchant marine, and the objects and purposes of the act of Congress providing for the appointment of shipping commissioners and defining their duties, will be promoted by the establishment of properly equipped offices. Referring specially to the office at this port, it should be open at all times during regular business hours, and properly attended, but the compensation attached to it does not permit the employment of a clerk, and therefore does not enable me to properly attend to the duties incident thereto. The interests of commerce will be best served, and the primary purpose of Congress more properly carried out, by having some one present at all times. The wharves of Savannah extend along the river front a distance of 2 miles or over, and as the proper discharge of the duties of shipping commissioner necessarily requires him to visit ships along those wharves for various purposes—such as mustering crews, occasionally shipping seamen on board, who, without injury to the interests of the vessels, can not visit the office—these duties must be neglected to some extent, or the office left vacant during the absence of the commissioner. With a well-conducted office, in which the commissioner or a clerk could be found at all times during business hours, affairs could be conducted in a manner much more satisfactory to all concerned and the object and purpose of the law better served.

Following are the expressions of commissioners opposed to the proposed change:

*Baltimore.*—The suggested change of system would not in my opinion offer any advantages compensating for the increased cost to the Government.

*New Bedford.*—The suggested change would offer no advantages, as the United States shipping commissioner furnishes the office and room at his own cost.

*Pascagoula.*—The manner in which the United States shipping commissioner's office is kept and the business conducted seems to afford full and satisfactory conveniences for all concerned, the office being kept in the rear portion of a large and commodious store, and both the captain and seamen have full room and liberty to consult at any part or place therein they may desire, and at any time to suit their convenience between 7 o'clock a. m. and 7 o'clock p. m., and without expense to the Government, which store is owned and conducted by myself. Under all the existing circumstances, I would not recommend the rental and maintenance of an office and room as a United States shipping commissioner's office, as the same can be conducted satis-



factorily in the present mode and manner, affording ample facilities for any and all business that may arise. Should intricate or private matters arise, whereby a retired place be needed, an ample room is afforded upstairs in the same building.

*Rockport, Me.*—No advantages compensating for increased cost to the Government.

*Waldoboro, Me.*—I do not think the change of system would offer any advantages compensating for the increased cost to the Government at this port.

*Wilmington, N. C.*—The United States shipping commissioner's compensation averages about \$300 per annum. A man qualified to perform the duties of the office can not give all his time for that compensation, but must necessarily have the office convenient to where he is engaged in other business. The establishment of such an office at Wilmington, N. C., would therefore more than double the present expense and be of no advantage whatever to the Government or the shipping interests.

#### ALLOTMENTS IN COASTING TRADE.

The act of February 18, 1895, abolished allotments in the coasting trade in the case of seamen shipping before commissioners, and made numerous changes in the laws relating to the offenses and punishment of seamen. Commissioners were instructed to report on the operation of the law so far as the partial abolition of allotments was concerned. The following report in favor of the law:

*Boston.*—It is my opinion, and the general opinion of masters and owners, that the nonpayment of allotments is of great benefit to both seaman and master and owner. My opinion is that the extension of the law to include foreign-bound vessels would be of great benefit to seaman and master. The seaman is always more independent, industrious, and temperate when shipping without advance wages or allotment. The law, however, should be modified so a man could leave an allotment of a part of his wages for the benefit of his wife, mother, or children. With this exception the law relating to the nonpayment of advances and allotments is largely a benefit to all concerned.

*New Orleans.*—The repeal of allotment notes in the coastwise trade, in my opinion, is good, as it keeps seamen out of the hands of shipping agents if the law is properly enforced. The opinions of masters and owners are the same. As for the foreign trade, I would suggest that the law remain as it is.

*New York.*—The act of February 18, 1895, has proven very beneficial to the seaman. The allotment which was formerly in use is no longer a source of constant complaint. Credit for upholding this law at this port should be given to the National Seaman's Union.

*Pascagoula.*—I am pleased with its workings in the coastwise trade, as it avoids controversies and oftentimes gives a seaman better pay when the voyage is up and avoids disputed accounts between seamen, boarding-house keepers, and masters of vessels. I could not recommend its extension to the foreign trade, because the voyage is, in many cases, long and indefinite. In such cases the sailor needs and must have a way of meeting liabilities while absent. The allotment law does not affect the sober and prudent sailor as to its existence or alterations or modifications, as he, like others of like habits, has his friends who will advance or loan him money in case of need. The masters, owners, and seamen with whom I have talked on this subject seem to be generally opposed to the law and are of the opinion it produces extra efforts and inconveniences for them to effect their engagements, and is conducive of no good results.

*Providence.*—According to request I include my opinion and the consensus of opinion of owners and masters of vessels and seamen as to the operation of the new provision of law forbidding allotments of wages in the coastwise trade. This part of the law, which went into effect in February, meets with the approval of nearly every master and owner who has expressed an opinion concerning it. It tends to prevent desertions at the "other end." Formerly a seaman would be in debt frequently to his vessel when she arrived out, after a quick run, and would desert to avoid the performance of labor for which he had been paid. At present, money is due the seaman when his vessel arrives out and he does not care to forfeit it by breaking his contract. The forbidding of allotment makes the sailor more of a man. He must pay his bills instead of running up accounts ashore, which made an allotment of his prospective wages necessary upon shipment. In my opinion the extension of the law forbidding allotments in the foreign trade would be desirable.

*Savannah.*—The operation of the new provision of law forbidding allotments of wages in the coastwise trade is beneficial both to seamen and owners of vessels. It practically prohibits the payment of advanced wages under the guise of allotment notes. At first masters and seamen were opposed to it; seamen for the evident reason that it prohibits them from spending their wages before they are earned, and by masters because they found more difficulty in procuring seamen. Both classes begin to recognize the advantages of the law and are becoming reconciled to it. My opinion is that, for the same reasons that render it desirable in the coastwise trade, it would work advantageously in the foreign trade.



*Port Townsend.*—In my opinion, and in the opinion of all shipping men with whom I have been brought in contact, the new law forbidding allotments of wages in the coasting trade has been found beneficial to all concerned. I do not think, however, that an extension of the law as regards the foreign trade would be beneficial; on the contrary, it is the opinion of all parties interested here that it would be decidedly injurious, inasmuch as deep-water sailors are very often in a destitute condition, and are fed and clothed by boarding-house men who depend on the advance wages to repay them for their outlay, and should the means of recovering the money they have laid out be removed seamen would undoubtedly very often have to suffer considerable hardship. I am insisting that every boarding master shall furnish me with a statement of the indebtedness, signed by the seamen, before granting any advance note, thus protecting seamen as far as lies in my power.

*New Bedford.*—I consider the law forbidding allotment of wages in the coastwise trade is a good law, and it is for the benefit of seamen and masters of vessels; it meets with their approval and prevents demands from outside shipping masters (so called) on the seaman for providing him with employment. Before the acts of Congress (1872 and subsequent acts, same for the protection of seamen) I have known of cases where the seamen were charged with advances on the shipping articles either by dishonest masters or so-called shipping masters, which advances of wages the seamen never received, but they had to lose it. I am of the opinion that the law as it now stands, regarding allotments in the foreign trade, is satisfactory and no extension of said law forbidding allotments in said foreign trade is desirable.

The following commissioners report various objections to the law concerning allotments in the coasting trade:

*Baltimore.*—In the matter of the operation of the new provision of law forbidding allotments, etc., I find that it operates against the shipping interest and with great hardship to seamen generally. A seaman comes on shore from his late voyage, is paid off, and in a short time spends or makes way with, in some manner, his hard-earned wages without any thought whatever of his future, and in the meantime becomes indebted to his boarding-house keeper for board and lodging; he then finds that he must have money to meet such indebtedness, and he is compelled in many instances to seek employment on almost any terms. In order to secure money to pay his way he agrees to ship for a much less rate of wages in consideration of the master giving him a bonus about equivalent to the allotment. It operates to the disadvantage of seamen in other respects. In many cases seamen are discharged with a very small amount of wages due, and consequently find it very hard to get any boarding-house keeper to take them in on the ground of not having the means to pay their board in advance, and no allotment in prospect to pay. Boarding houses are very necessary for the accommodation of seamen; they can not, however, be expected to provide board, lodging, and other accommodations for them without remuneration. I would beg leave here to say, that from my experience as shipping commissioner, all sailor boarding houses are not the disreputable resorts nor are the keepers the horrible characters they are generally represented to be. With some exceptions they will compare very favorably with other classes of business men. The extension of the law forbidding allotments in the foreign trade is not at all desirable. It would certainly work greater hardships to seamen, and cause much difficulty in the way of shipping. Owners and masters have great trouble in procuring crews without allotment, and many times have to resort to measures much against their will and to their great disadvantage. I am fully of the opinion the allotment system, as regulated by the Department and under which regulations seamen have been engaged since July 1, 1886, is the best arrangement that could be made. It worked well and with satisfaction generally to all concerned, and in my opinion should not have been changed. From my standpoint, I am fully convinced that no change should be made in the present allotment system in the foreign trade.

*Bath, Me.*—I am glad to have the opportunity, under your letter of April 22, to express to you my own conviction from experience, and the united opinion of shipmasters, shipowners, and sailors as well, that the law forbidding allotments works to the injury of all interests alike and ought to be immediately repealed. Instances are daily coming under my observation which support this view. Shipwrecked crews come here (there is none or little foreign trade from this port) to be shipped; they must have clothes and other necessities, which can not be provided for them under the law. Sailors arrested here serve their sentences and fill the jails of the town because of their inability under the law to get advanced to them money to pay their fines. They come out of jail without clothes, unable to ship, and a large army of tramps has been created and sent out to forage on the community by the operation of the law in question. I see no reason why the same arguments do not show the advisability of increased allotments in foreign trade.

*Brunswick, Ga.*—In answer to yours of April 22 in reference to the new law forbidding allotments, I wish to say that it is the consensus of opinion of those I have spoken to on the subject that it is a detriment rather than a benefit to shipping, as



it is a bid for fraudulent practice. A sailor who stops in a port a day or so will spend all of his wages, and he is necessarily compelled to get some place to stay, and under this new law the boarding-house people will not take them in as there is no legal way for them to get their money for caring for them, and it proves a hardship on the sailor rather than a benefit. I am of the opinion that it should not be extended to the foreign trade and that it would be advisable to abolish it as to the coasting trade.

*Mobile.*—The new law prohibiting advances to seamen going coastwise or to exempt ports, will not, I am inclined to think, work well. Jack is proverbially improvident and loves his dram, and once under its influence ceases to be responsible for his acts, and is soon plucked by the shore vampires, who leave him high and dry; then, having no money nor anything to deposit as security, he is turned out on the street to shift as he can, liable at any time to be locked up as a vagrant. It may be, however, that when the sailor is forced to rely on his earnings in hand for food and shelter, and thus become independent of the boarding-house keepers, the plan will work well, and it undoubtedly will, if it can be made plain to both captains and sailors that only in the way contemplated can they secure work and men. But in this, as in all experiments, its merits can only be known by being tested. It would perhaps work well in ports where provision is made for the sailor to get board and lodging outside of the regular sailor boarding houses. But there are so many instances in which sailors have to make some provision for the family left at home, that it would work as a great hardship to those left behind for the supporter of the family not to be able to make provision for them, and for this reason and the necessity for some means to supply personal wants—clothing, etc., on the eve of a voyage; the sailor as a rule, not being noted for his providence, is most generally without much of anything after being ashore for even a short time, so that it does seem to be almost a necessity that the sailor be allowed an advance—I am satisfied that the taking away the privilege of making advance would result in detriment both to the sailor and the mercantile marine service.

*Norfolk.*—My opinion is that in taking away the privilege of allotments from our coastwise and West India trades the Government has given no protection to the sailor—on the contrary, has deprived the man of the opportunity of providing himself with any additional boots, shoes, or clothing that may be required from change of temperature or climate, or, where he has a mother, wife, or sister dependent upon him, from making the necessary provision for her in his absence, and thus, under a pretense of taking care of his money, may place him in a position that he or those he most cares for may be beyond its benefit when he is able to return and get his well-earned pittance. This opinion, I find, is generally held by the sailor, and as a result from it the available number of able seamen is diminishing and likely to do so more and more every day as a more general return of prosperity comes to our country and opens up new avenues of employment. The shipmaster complains that he finds it harder work to secure a crew, and those gotten are often inferior to what were obtainable under the former law, which he much prefers. This difficulty involves delay, which means increased expenses to the vessel, with which, it is hardly necessary for me to say, no shipowner is ever pleased.

*Philadelphia.*—I have consulted almost all the owners, masters, and seamen doing business in this port and find great dissatisfaction existing among them; they all prefer the law of August 19, 1890, instead of the present law. In this port we have about 9 miles of water front on the Pennsylvania shore and about 6 miles on the New Jersey shore where vessels anchor and dock. When a seaman signs articles we invariably find he has no money to transport himself and luggage to the vessel; therefore the captain is compelled to pay the necessary expense, and upon the termination of the voyage the captain can not deduct from the seaman's wages the amount so paid. In many cases the seaman, after having been put on board, changes his mind and leaves the vessel prior to departure, thereby causing the captain additional expense of supplying a man in his place. We have on record since March 4, 1895, the names of 160 seamen who refused to proceed to sea after having signed articles of agreement in this office. Permit me to say that under the existing law we are subjected to great inconvenience regarding seamen fulfilling their contracts.

In answer to your question regarding allotment in the foreign trade, I desire to say that in my opinion it would be almost impossible to furnish crews in the foreign trade without giving allotment. To abolish the present law would be very injurious to the shipping interests of Philadelphia.

*Rockport.*—In regard to the forbidding of allotments, I find that a great many sailors come ashore without money and consequently become charges for the towns, as no boarding masters will take them in, not having any way to get their pay. Think there should be an allotment or advance allowed not to exceed \$10.

*San Francisco.*—I beg to say, in my opinion, it is doubtful whether the act of February 18, 1895, forbidding allotments of wages in the coastwise trade, can be strictly



enforced. I do not think it desirable to extend the law forbidding allotments in the foreign trade. The present law is being evaded, but it is difficult to establish the fact, for the reason that the seamen who are benefited by it are themselves parties to the evasion; they will not appear against the owners or the boarding-house masters. After the passage of the act of June 26, 1884, in order to evade the law they shipped seamen at this port for a shilling a month for the first one or two months, and regular wages for the remainder of the voyage. The same thing is being done now to evade the act of February 18, 1895. For instance, a crew shipped at this port bound for Alaska on a fishing cruise. The wages were \$15 for the first month and \$25 per month for the remainder of the voyage. It was well understood that the owners paid \$25 for the first month, the boarding-house master receiving \$10 of the money. There was no way of proving this, for when I called the seaman's attention to the discrepancy in the wages for the first month and the wages for the remainder of the voyage, he declined to enter a complaint. In such cases, when it is apparent that the law is being evaded, I have refused to sign seamen; but my refusal to sign them does not prevent their being victimized, for they can be removed from my office and signed before the master. The fact of the violation of the law was brought before the United States grand jury, but they declined to issue indictments, being satisfied that, the seamen themselves being parties to the evasion, it would be impossible to secure a conviction.

Since the passage of the act of February 18, 1895, the shipment of seamen in this office on vessels engaged in the coastwise trade has decreased, which is to be regretted, for it would be better for the seamen if coastwise as well as foreign vessels were shipped and discharged before a United States shipping commissioner. When allotment notes could be issued by this office to coastwise vessels, many shipped here, because the owner who paid the note, and the boarding master who received it, both preferred having notes issued by a Government officer.

*Waldoboro, Me.*—In answer to your communication of April 22, 1895, I have to report that the new provisions of law forbidding allotments of wages in the coastwise trade do not operate satisfactorily to seamen, masters, or owners of vessels at this port, and I think the law should be repealed. I think a small allotment should be allowed to enable seamen to pay a few days' board, transporting their baggage, and, in case of seamen with families, to leave some provision for them. Several cases have come under my notice where seamen have been obliged to call on the city for relief, as no one would take them in, having no recourse for their pay. Sailors, as a general thing, are improvident. They are paid off with a few dollars, which they spend in a few days, and when they come to ship they are destitute of the means to procure for themselves a few necessities which are needed to make life pleasant on board ship. No one will furnish them, as there is no surety of getting pay; consequently the sailors have to go to sea destitute. I think a reasonable allotment would be beneficial to the seamen and more satisfactory to the masters. It seems to be the consensus of opinion of owners and masters of vessels and seamen at this port that this new provision works badly, and that an extension of the law forbidding allotments in the foreign trade would not be desirable.

*Wilmington, N. C.*—As regards the consensus of opinion of owners and masters of vessels and seamen as to the operation of the new provision of law forbidding allotments of wages in the coastwise trade, I would say that masters and seamen as a rule do not approve of this law. Also, we do not think it desirable to extend the law forbidding allotments in the foreign trade.

*Newport News.*—The consensus of opinion is that the law is a very unjust one; that it prevents masters from getting men in a great many instances, as seamen as a class as soon as they are paid off spend their money, and boarding houses will not take them in if they wish to ship coastwise, as they can get no compensation for their board. Then in winter captains do not want men on their vessels who have not suitable clothes, and as the law now stands the captains can not make them an advance for any purpose, and thereby the men are placed where they can not be provided with proper clothes. Therefore the masters of vessels and the seamen wish the law repealed, and if the law be extended to American vessels in the foreign trade, it would, in my opinion, be very detrimental to the interests of the owners of such vessels.

#### ACT OF FEBRUARY 18, 1895.

No report was required on the act of February 18, 1895, except the allotment feature, but the commissioners at Boston, Mass., and Bath, Me., report on other features, as follows:

*Boston.*—Since the passage of the act approved February 18, 1895, forbidding allotment of wages in the coastwise trade and West Indies, etc., loud and numerous complaints have been made by masters and owners as to the injustice of the act—not so far as it relates to the nonpayment of allotments or advance, but to the conduct



and general behavior of men while on board vessels. This act allows seamen to leave the vessel in any port at any time before the voyage is finished, often placing the master in great trouble, and causing great expense in obtaining new men. The masters complain also that they can not maintain discipline on board vessels under this present statute; that the seamen can refuse duty, at times placing the vessel and cargo in great jeopardy, and the lives of masters and officers in danger. For all this no punishment can be inflicted other than a loss of pay while refusing to work and perform their duty.

*Bath, Me.*—Akin to this question raised in your letter, I beg most respectfully to call attention to those other provisions of the Maguire bill which do away with the sections of the Revised Statutes which formerly enabled shipping commissioners and ship captains to enforce the obedience of the sailors to the contract under which they have signed. Whatever the intent of the law, the interpretation of it by the seamen, and that generally recognized by the masters, is that they are now freed from any obligation to proceed on the vessel on which they have shipped or to remain by her in any port on the passage, and are at liberty to leave, with or without reason, whenever and wherever they will to do so.

The following is from a recent circular of the Atlantic Coast Seamen's Union, addressed to American coasting seamen:

"Your attention is invited to the act of Congress approved February 18, 1895, amending the act of August 19, 1890, which related to seamen in the coastwise trade shipped before United States shipping commissioners. The act of February 18, 1895, is an outgrowth from and a natural sequence to the act of August 19, 1890, the practical workings of which have proven it to be one of the most obnoxious measures of its kind ever drafted, and decidedly contrary to the spirit of the Constitution of the United States, which, in no uncertain language, interdicts involuntary servitude.

"The chief merits of the new act are briefly as follows: It guarantees to seamen engaged in the coastwise trade of the United States, or the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or Mexico, the freedom of civil contract enjoyed by all other workingmen on shore—that is, a seaman who ships on board of a vessel engaged in the above-mentioned trade, no matter whether his shipment takes place before a United States shipping commissioner or not, may, at his own option, and if he be not satisfied with the vessel or her officers, leave her in any port without fear of imprisonment or punishment of whatsoever kind."

This has acted as a direct incentive to desertion from vessels before leaving port, and of course as here, where it is necessary to send away for seamen, prepaying their expenses, it is sometimes, with the exercise of the greatest care, impossible to get these refunded. In fact the law, as it is now interpreted, denies to this office any authority, renders that of the master of little avail, and has directly tended to troublesome and dangerous insubordination on shipboard. I have been so impressed with the consequent evils that I have felt it my duty to bring these to the attention of the Bureau.

#### ALLOTMENTS TO SEAMEN.

The following table shows the number of allotment notes issued by shipping commissioners, first, for the benefit of relatives, second, for the benefit of original creditors, with the total number of seamen shipped and reshipped. No allotment notes to seamen on steam vessels were issued at New York.

|                                      | Baltimore. | Bath. | Boston. | Brunswick. | Mobile. | New Bedford. | New Orleans. | Newport News. | New York. | Norfolk. | Pascagoula. |
|--------------------------------------|------------|-------|---------|------------|---------|--------------|--------------|---------------|-----------|----------|-------------|
| Relatives .....                      | 39         | 4     | 18      | 1          | 4       | 0            | 5            | 0             | 479       | 8        | 1           |
| Creditors .....                      | 1,972      | 192   | 1,838   | 14         | 223     | 22           | 34           | 29            | 2,605     | 412      | 194         |
| Total shipments and reshipments..... | 3,566      | 1,006 | 9,477   | 145        | 3,526   | 888          | 4,906        | 255           | 22,644    | 1,276    | 571         |



## ALLOTMENTS TO SEAMEN—Continued.

|                                       | Pensacola. | Philadelphia. | Portland, Me. | Port Townsend. | Providence. | Rockport, Me. | San Francisco. | Savannah. | Waldoboro. | Wilmington, N. C. | Total.  |
|---------------------------------------|------------|---------------|---------------|----------------|-------------|---------------|----------------|-----------|------------|-------------------|---------|
| Relatives .....                       | 1          | 71            | 54            | (*)            | 10          | 0             | 37             | 0         | (*)        | 0                 | 732     |
| Creditors .....                       | 91         | 5, 129        | 981           | (*)            | 621         | 0             | 1, 115         | 31        | (*)        | 0                 | 15, 503 |
| Total shipments and reshipments ..... | 657        | 10, 120       | 2, 199        | 715            | 1, 991      | 2, 459        | 11, 883        | 100       | 3, 616     | 358               | 82, 358 |

\* No returns.

## APPENDIX B.

## WAGES OF SEAMEN.

The following pages show, first, the average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of United States shipping commissioners to this Bureau, and, second, like statements as to wages on British vessels, compiled from the annual reports of the board of trade. This form of comparative statement was established in the report of the Bureau last year and it will be continued hereafter. By reference to that report comparison may be made of the relative changes in wages. The report for 1894 also contained tables of wages on French and German vessels and general observations on the subject which do not require repetition.

The monthly wages paid to able seamen on our large transatlantic steamships averaged \$22.50 from New York and \$20 from Philadelphia, while the average wages of able seamen paid on large British transatlantic steamships ranged from \$19.44 to \$21.87. The average wages of the firemen on these American vessels was \$37.50, while on the British vessels it was \$20.65. A large number of firemen on these American vessels are shipped, however, before United States consuls at Liverpool and Antwerp, and are paid the local rates of wages. The average monthly wages paid to able seamen on our large sailing vessels making the voyage from San Francisco and Port Townsend to Great Britain was \$16.35 at the former and \$15 at the latter port, while the average wages paid able seamen on similar British vessels sailing from England to the Pacific Coast ranged from \$12.15 to \$15.

The pay of officers on American vessels is considerably larger than on British vessels.

The tables are given in detail, so that any comparison of the wages of particular voyages, kinds of vessels, or positions on the ship may readily be made.











[illegible]











## WAGES ON BRITISH VESSELS.

The following tables show the monthly wages paid on British vessels. For ready understanding and convenience of comparison these rates have been converted into dollars and cents, the British shilling, in which such wages are expressed, being reckoned at 24.3 cents.

The statistics are converted from the "tables showing the progress of British merchant shipping," a return made annually for a number of years to the House of Commons, compiled from records of shipping offices. While this Bureau has been reluctant to devote so much space to them, it has nevertheless regarded it as desirable to present a statement so comprehensive and exact that any American ship owner can ascertain on precisely what terms, so far as wages enter into cost of operation, the carrying trade is conducted by Great Britain, our natural commercial rival, in any kind or size of vessel, making any voyage that may be selected. The information is believed to be so complete that the owner of any American vessel can compute, at least approximately, the labor cost of operation of a corresponding British vessel in the same trade.

Table 1 shows the maximum, minimum, and ordinary rates of wages paid to able seamen, first mates, second mates, and boatswains, who are to be found on both sailing and steam vessels, noting separately the rates paid to each on sailing vessels, cargo steamers, or passenger steamers, and classifying these again, according to the voyage, whether it be across the Atlantic, to South America and the West Indies, to Australia, to Asia, to the Mediterranean, the Pacific coast of the United States.

Table 2 relates wholly to steamships, and shows wages to first and second engineers, leading firemen, firemen, and trimmers, classified as in Table 1.

Table 3 shows the average monthly wages paid to able seamen on both steamships and sailing vessels at the five ports with which the great bulk of the carrying trade—excluding express passenger trade to Southampton—between the United States and Great Britain is carried on. The figures are given for 1870, 1880, and for 1892, 1893, and 1894, to show the fluctuations and tendencies of wages on the sea. The steady rise in wages up to 1892 and 1893 is in part to be explained by the greater efficiency of labor. In 1870 the average number of men employed per 100 tons on British sailing vessels in foreign trade was 2.79, and in 1894 it was 1.67. In other words, a sailing vessel of 1,000 tons manned by 28 men in 1870 can now be manned, through improved mechanical appliances, by 17 or 18 men; but as higher intelligence is required, higher wages follow, not inconsistent also with greater profit. On British steamships the average number of men per 100 tons in foreign trade in 1870 was 4.35, and in 1894 was 2.40, a reduction of over 40 per cent in the number, corresponding, presumably, to the more effective use of labor. It has, however, been alleged that this reduction in force is partly due to the undermanning of British vessels.

Table 4 shows the wages of first and second mates, boatswains, carpenters, and sailmakers and quartermasters, wherever these are carried, on steam vessels and sailing vessels. First, second, and third engineers, leading firemen and firemen, of course, ship only on steam vessels. As in Table 3, the figures collated for a period of years illustrate tendencies.



TABLE 1.—Maximum, minimum, and ordinary wages (expressed in dollars and cents) paid on British vessels in 1894.

| Bound to—                                  | Able seamen.  |               |                  | First mates.  |               |                  | Second mates. |               |                    | Boatswains.   |               |                    |
|--------------------------------------------|---------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|--------------------|---------------|---------------|--------------------|
|                                            | Maxi-<br>mum. | Mini-<br>mum. | Ordinary rates.  | Maxi-<br>mum. | Mini-<br>mum. | Ordinary rates.  | Maxi-<br>mum. | Mini-<br>mum. | Ordinary rates.    | Maxi-<br>mum. | Mini-<br>mum. | Ordinary rates.    |
| <i>Sailing vessels.</i>                    |               |               |                  |               |               |                  |               |               |                    |               |               |                    |
| North America, east coast.....             | \$18.22       | \$9.72        | \$13.36 to 14.58 | \$45.44       | \$23.08       | \$38.88          | \$29.16       | \$19.44       | \$21.87 to \$24.30 | \$31.59       | \$14.58       | \$19.44 to \$24.30 |
| South America and West Indies.....         | 17.01         | 12.15         | 13.36 to 14.58   | 46.17         | 19.44         | 34.02            | 29.16         | 17.01         | 24.30              | 29.16         | 14.56         | 17.01 21.87        |
| Australia and New Zealand.....             | 15.06         | 10.93         | 13.36            | 48.60         | 26.73         | 36.45            | 29.16         | 17.01         | 24.30              | 24.30         | 12.15         | 18.22 19.44        |
| East Indies and China.....                 | 14.58         | 12.15         | 14.58            | 43.74         | 34.02         | 38.88            | 29.16         | 18.22         | 24.30              | 24.30         | 14.58         | 18.22 20.65        |
| Cape, Natal, and east coast of Africa..... | 14.58         | 12.15         | 13.36 to 14.58   | 41.31         | 29.16         | \$34.02 to 38.88 | 26.73         | 19.44         | 24.30              | 29.16         | 18.22         | 19.44 21.87        |
| Mediterranean.....                         | 16.28         | 9.72          | 13.36            | 29.16         | 21.87         | 24.30            | .....         | .....         | .....              | 20.65         | 15.79         | 17.01              |
| West coast of America.....                 | 15.01         | 12.15         | 13.36 to 14.58   | 43.74         | 29.16         | 36.45            | 29.16         | 19.44         | 24.30              | 24.30         | 13.36         | 19.44              |
| West coast of Africa.....                  | 14.58         | 13.36         | 13.36            | 36.45         | 29.16         | 31.59            | 24.30         | 21.87         | 21.87              | 24.30         | 24.30         | 24.30              |
| <i>Cargo steamers.</i>                     |               |               |                  |               |               |                  |               |               |                    |               |               |                    |
| North America, east coast.....             | 21.87         | 14.58         | 19.44 to 18.22   | 63.18         | 36.45         | 43.74 to 53.46   | 53.46         | 24.30         | 31.59 to 38.88     | 34.02         | 19.44         | 24.30 to 26.73     |
| South America and West Indies.....         | 19.44         | 15.79         | 17.01 to 19.44   | 58.32         | 34.02         | 48.60            | 41.31         | 24.30         | 31.59              | 31.59         | 18.22         | 21.87              |
| Australia and New Zealand.....             | 19.44         | 17.01         | 17.01            | 58.32         | 43.74         | 48.60            | 43.74         | 29.16         | 34.02              | 29.16         | 21.87         | 24.30              |
| East Indies and China.....                 | 19.44         | 14.58         | 17.01 to 19.44   | 68.04         | 38.88         | 48.60            | 43.74         | 24.30         | 34.02              | 29.16         | 18.22         | 24.30              |
| Cape, Natal, and east coast of Africa..... | 19.44         | 15.79         | 17.01 to 19.44   | 48.60         | 34.02         | 48.60            | 38.88         | 29.16         | 34.02              | 26.73         | 18.22         | 24.30              |
| Mediterranean.....                         | 19.44         | 14.58         | 18.22            | 58.32         | 34.02         | 43.74            | 41.31         | 25.51         | 34.02              | 29.16         | 18.22         | 24.30              |
| West coast of America.....                 | 17.01         | 15.79         | 15.79            | 54.67         | 48.60         | 48.60            | 38.88         | 34.02         | 38.88              | 24.30         | 20.65         | 24.30              |
| West coast of Africa.....                  | 19.44         | 14.58         | 17.01 to 19.44   | 58.32         | 38.88         | 43.74            | 43.74         | 29.16         | 34.02              | 25.51         | 17.01         | 19.44              |
| <i>Passenger steamers.</i>                 |               |               |                  |               |               |                  |               |               |                    |               |               |                    |
| North America, east coast.....             | 23.08         | 17.01         | 19.44 to 21.87   | 97.20         | 43.74         | 63.18 to 72.90   | 72.90         | 34.02         | 46.17 to 63.18     | 36.45         | 21.87         | 26.73 to 36.45     |
| South America and West Indies.....         | 19.44         | 17.01         | 17.01 to 19.44   | 97.20         | 43.74         | 53.46            | 48.60         | 34.02         | 38.88              | 29.16         | 21.87         | 24.30              |
| Australia and New Zealand.....             | 19.44         | 15.79         | 17.01 to 19.44   | 91.12         | 48.60         | 58.32            | 58.32         | 26.73         | 36.45              | 36.45         | 19.44         | 24.30              |
| East Indies and China.....                 | 18.22         | 15.79         | 17.01 to 19.44   | 81.16         | 38.88         | 48.60            | 48.60         | 29.16         | 38.88              | 31.59         | 21.87         | 24.30              |
| Cape, Natal, and east coast of Africa..... | 19.44         | 17.01         | 17.01 to 19.44   | 87.48         | 48.60         | 58.32            | 58.32         | 31.59         | 31.59              | 31.59         | 24.30         | 24.30              |
| Mediterranean.....                         | 19.44         | 15.79         | 17.01 to 19.44   | 65.61         | 41.31         | 43.74            | 48.60         | 29.16         | 34.02              | 34.02         | 21.87         | 24.30              |
| West coast of America.....                 | 17.01         | 15.79         | 17.01            | 58.32         | 48.60         | 58.32            | 43.74         | 34.02         | 43.74              | 37.66         | 19.44         | 30.37              |
| West coast of Africa.....                  | 19.44         | 14.58         | 14.58            | 58.32         | 48.60         | 53.46            | 38.88         | 34.02         | 38.88              | .....         | .....         | 24.30              |
| <i>Sailing vessels.</i>                    |               |               |                  |               |               |                  |               |               |                    |               |               |                    |
| Under 500 tons.....                        | 18.22         | 9.72          | 13.36 to 14.58   | 36.45         | 19.44         | 29.16            | 29.16         | 17.01         | 19.44 to 21.87     | 29.16         | 14.58         | 17.01 to 19.44     |
| Of 500 and under 1,000 tons.....           | 18.22         | 9.72          | 13.36 to 14.58   | 38.88         | 26.73         | 31.59 to 34.02   | 29.16         | 17.01         | 19.44              | 29.16         | 14.58         | 19.44              |
| Of 1,000 and under 1,500 tons.....         | 16.03         | 10.93         | 13.36            | 43.74         | 26.73         | 34.02            | 29.16         | 18.22         | 21.87              | 31.59         | 12.15         | 19.44              |
| Of 1,500 and under 2,000 tons.....         | 18.22         | 12.15         | 13.36            | 46.17         | 29.16         | 36.45            | 29.16         | 19.44         | 24.30              | 29.16         | 14.58         | 19.44              |
| Of 2,000 tons and upward.....              | 14.58         | 12.15         | 13.36            | 48.60         | 34.02         | 38.88            | 29.16         | 18.22         | 24.30              | 26.73         | 19.44         | 20.65              |
| <i>Steam vessels.</i>                      |               |               |                  |               |               |                  |               |               |                    |               |               |                    |
| Of 500 and under 1,000 tons.....           | 21.87         | 14.58         | 17.01 to 19.44   | 65.61         | 34.02         | 38.88 to 43.74   | 43.74         | 24.30         | 29.16 to 31.59     | 29.16         | 17.01         | 21.87 to 24.30     |
| Of 1,000 and under 1,500 tons.....         | 21.87         | 14.58         | 17.01 to 19.44   | 65.61         | 34.02         | 41.31            | 48.60         | 24.30         | 34.02              | 34.02         | 18.22         | 21.87              |
| Of 1,500 and under 2,000 tons.....         | 21.87         | 14.58         | 17.01 to 19.44   | 97.20         | 38.88         | 43.74            | 58.32         | 29.16         | 34.02              | 36.45         | 18.22         | 21.87              |
| Of 2,000 tons and upward.....              | 23.08         | 14.58         | 17.01 to 19.44   | 97.20         | 38.88         | 48.60            | 72.90         | 29.16         | 34.02              | 37.66         | 18.22         | 24.30              |



TABLE 2.—Maximum, minimum, and ordinary wages (expressed in dollars and cents) paid on British steam vessels in 1894.

| Bound to—                                  | First engineers. |               |                    | Second engineers. |               |                    | Leading firemen. |               |                 | Firemen and trimmers. |               |                    |
|--------------------------------------------|------------------|---------------|--------------------|-------------------|---------------|--------------------|------------------|---------------|-----------------|-----------------------|---------------|--------------------|
|                                            | Maxi-<br>mum.    | Mini-<br>mum. | Ordinary rates.    | Maxi-<br>mum.     | Mini-<br>mum. | Ordinary rates.    | Maxi-<br>mum.    | Mini-<br>mum. | Ordinary rates. | Maxi-<br>mum.         | Mini-<br>mum. | Ordinary rates.    |
| <i>Cargo steamers.</i>                     |                  |               |                    |                   |               |                    |                  |               |                 |                       |               |                    |
| North America, east coast.....             | \$97.20          | \$58.32       | \$79.36 to \$87.48 | \$68.04           | \$38.88       | \$53.46 to \$63.18 | \$29.16          | \$19.44       | \$24.30         | \$24.30               | \$17.01       | \$19.44 to \$21.87 |
| South America and West Indies.....         | 94.77            | 63.18         | 79.36              | 68.04             | 38.88         | 53.46              | 27.94            | 18.22         | 21.87           | 21.87                 | 17.01         | 19.44              |
| Australia and New Zealand.....             | 97.20            | 79.36         | 87.48              | 68.04             | 48.60         | 58.32              | 26.73            | 20.65         | 24.30           | 21.87                 | 19.44         | 19.44              |
| East Indies and China.....                 | 102.06           | 68.04         | 79.36              | 68.04             | 41.31         | 53.46              | 26.73            | 19.44         | 24.30           | 23.08                 | 17.01         | 18.22              |
| Cape, Natal, and east coast of Africa..... | 89.91            | 58.32         | 79.36              | 65.61             | 47.38         | 53.46              | 27.94            | 20.65         | 24.30           | 21.87                 | 17.01         | 18.22              |
| Mediterranean.....                         | 97.77            | 79.36         | 82.62              | 65.61             | 32.80         | 48.60              | 26.73            | 19.44         | 21.87           | 20.65                 | 15.79         | 19.44              |
| West coast of America.....                 | 92.34            | 72.90         | 82.62              | 58.32             | 48.60         | 58.32              | 24.30            | 20.65         | 21.87           | 19.44                 | 17.01         | 18.22              |
| West coast of Africa.....                  | 82.62            | 68.04         | 79.36              | 58.32             | 43.74         | 53.46              | 29.16            | 19.44         | 24.30           | 20.65                 | 15.79         | 18.22              |
| <i>Passenger steamers.</i>                 |                  |               |                    |                   |               |                    |                  |               |                 |                       |               |                    |
| North America, east coast.....             | 145.80           | 68.04         | 87.48              | 97.20             | 43.74         | 72.90              | 31.59            | 20.65         | 26.73           | 24.30                 | 19.44         | 21.87 to 24.30     |
| South America and West Indies.....         | 121.50           | 72.90         | 79.36 to 97.20     | 82.62             | 43.74         | 53.46 to 63.18     | 26.73            | 21.87         | 24.30           | 23.08                 | 18.22         | 19.44              |
| Australia and New Zealand.....             | 161.83           | 79.36         | 92.34              | 79.36             | 54.91         | 58.32              | 26.73            | 20.65         | 24.30           | 21.87                 | 18.22         | 19.44              |
| East Indies and China.....                 | 141.66           | 79.36         | 87.48              | 72.90             | 48.60         | 58.32              | 26.73            | 23.08         | 26.73           | 20.65                 | 18.22         | 20.65              |
| Cape, Natal, and east coast of Africa..... | 121.50           | 82.62         | 82.62              | 79.36             | 53.46         | 53.46              | 27.94            | 24.30         | 26.73           | 23.08                 | 19.44         | 19.44 *            |
| Mediterranean.....                         | 97.20            | 58.32         | 72.90              | 79.36             | 43.74         | 53.46              | 27.94            | 21.87         | 21.87           | 21.87                 | 15.79         | 19.44              |
| West coast of America.....                 | 97.20            | 79.36         | 97.20              | 72.90             | 53.46         | 72.90              | 24.30            | 20.65         | 21.87           | 19.44                 | 18.22         | 19.44              |
| West coast of Africa.....                  | 82.62            | 79.36         | 79.36              | 58.32             | 53.46         | 58.32              | 24.30            | 19.44         | 19.44           | 21.87                 | 17.01         | 17.01              |
| <i>Steam vessels.</i>                      |                  |               |                    |                   |               |                    |                  |               |                 |                       |               |                    |
| Of 500 and under 1,000 tons.....           | 97.20            | 53.46         | 65.61 to 68.04     | 65.61             | 38.88         | 46.17 to 48.60     | 26.73            | 18.22         | 24.30           | 24.30                 | 15.79         | 18.22 to 19.44     |
| Of 1,000 and under 1,500 tons.....         | 121.50           | 58.32         | 68.04              | 79.36             | 38.88         | 48.60              | 27.94            | 19.44         | 24.30           | 24.30                 | 15.79         | 19.44              |
| Of 1,500 and under 2,000 tons.....         | 121.50           | 58.32         | 79.36              | 82.62             | 43.74         | 53.46              | 26.73            | 18.22         | 24.30           | 24.30                 | 15.79         | 19.44              |
| Of 2,000 tons and upward.....              | 162.22           | 63.18         | 79.36              | 97.20             | 43.74         | 53.32              | 31.59            | 19.44         | 24.30           | 24.30                 | 15.79         | 21.87              |



TABLE 3.—Average monthly wages (expressed in dollars and cents) paid to able seamen on British vessels.

| Port.                                         | Steamships.      |                  |                            |                    |                  |                  | Sailing vessels.   |                  |                  |                  |                  |                  |
|-----------------------------------------------|------------------|------------------|----------------------------|--------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|
|                                               | 1870.            | 1880.            | 1890.                      | 1892.              | 1893.            | 1894.            | 1870.              | 1880.            | 1890.            | 1892.            | 1893.            | 1894.            |
| <b>I.—Bound to North America.</b>             |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 |                  | \$17. 01         | \$24. 30                   | \$23. 08<br>24. 30 | \$18. 22         | \$18. 22         | \$13. 36<br>15. 79 | \$13. 36         | \$17. 01         | \$17. 01         | \$14. 58         | \$14. 58         |
| Glasgow .....                                 | \$19. 44         | 17. 01           | 22. 47                     | 23. 08             | 19. 44           | 19. 44           | 17. 01             | 15. 79           | 17. 73           | 14. 58           | 13. 36           | 13. 36           |
| Liverpool .....                               | 19. 44           | 17. 01<br>19. 44 | 21. 87                     | 21. 87             | 19. 44           | 19. 44<br>21. 87 | 19. 44<br>15. 79   | 17. 01<br>12. 15 | 17. 01           | 14. 58           | 13. 36           | 13. 36           |
| London .....                                  | 17. 01<br>19. 44 | 15. 79<br>17. 01 | 21. 87                     | 19. 44<br>21. 87   | 19. 44           | 19. 44           | 13. 36<br>17. 01   | 12. 15           | 17. 01<br>18. 22 | 14. 58<br>17. 01 | 13. 36<br>14. 58 | 13. 36           |
| Newcastle and Shields ...                     | 17. 01           | 17. 01           | 21. 87<br>23. 08           | 20. 68<br>23. 08   | 19. 44           | 19. 44           | 14. 58<br>15. 79   | 13. 36<br>14. 58 | 18. 22           |                  | 14. 58           | 14. 58           |
| Average .....                                 | 18. 47           | 17. 18           | 24. 55                     | 22. 17             | 19. 19           | 19. 64           | 15. 90             | 14. 12           | 17. 53           | 15. 79           | 13. 97           | 13. 85           |
| <b>II.—Bound to the Mediterranean.</b>        |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 | 14. 58<br>18. 22 | 15. 79<br>17. 01 | 21. 87                     | 20. 65<br>21. 87   | 18. 22           | 18. 22           | 13. 36             | 13. 36           |                  |                  | 14. 58           |                  |
| Glasgow .....                                 | 15. 79           | 14. 58           | 19. 44                     | 19. 44<br>21. 87   | 17. 01           | 17. 01           | 14. 58             | 13. 36<br>14. 58 |                  | 14. 58<br>17. 01 | 15. 79           | 13. 36           |
| Liverpool .....                               | 14. 58           | 13. 36           | 19. 44                     | 17. 01<br>19. 44   | 17. 01           | 17. 01           | 12. 15             | 12. 15           |                  | 14. 58<br>15. 79 | 14. 58<br>16. 40 | 13. 36           |
| London .....                                  | 14. 58<br>17. 01 | 15. 70<br>18. 22 | 19. 44<br>21. 87           | 17. 01<br>20. 65   | 17. 01<br>19. 44 | 17. 01<br>18. 22 | 12. 15<br>13. 36   | 12. 15<br>13. 36 | 17. 01           | 14. 58<br>17. 01 | 14. 58           | 13. 36           |
| Newcastle and Shields ...                     | 17. 01           | 17. 01           | 21. 87<br>23. 08           | 19. 44<br>23. 08   | 18. 22<br>19. 44 |                  | 13. 97             | 13. 36           | 17. 01<br>18. 22 | 15. 79<br>17. 01 |                  | 17. 01           |
| Average .....                                 | 15. 96           | 16. 09           | 21. 00                     | 20. 04             | 18. 05           | 17. 45           | 13. 26             | 13. 18           | 17. 41           | 15. 79           | 15. 06           | 14. 70           |
| <b>III.—Bound to South America.</b>           |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 |                  |                  |                            |                    |                  |                  | 12. 15<br>13. 36   | 12. 15           | 17. 01           | 14. 58<br>15. 79 |                  | 14. 58           |
| Glasgow .....                                 | 15. 79           | 13. 36           | 21. 28                     | 20. 65<br>21. 87   | 17. 01           | 17. 01           | 13. 36<br>14. 58   | 12. 15<br>13. 36 | 17. 01           | 14. 58<br>17. 01 | 13. 36           | 13. 36           |
| Liverpool .....                               | 14. 58           | 13. 36<br>14. 58 | 19. 44                     | 19. 44<br>19. 44   | 17. 01<br>19. 44 | 17. 01<br>19. 44 | 12. 15             | 12. 15           | 14. 58           | 14. 58           | 13. 36           | 12. 15<br>13. 36 |
| London .....                                  | 14. 58<br>15. 79 | 15. 79           | 19. 44<br>20. 65           | 18. 22<br>19. 44   | 17. 01           | 17. 01<br>18. 22 | 12. 15             | 12. 15           | 17. 01           | 14. 58<br>17. 01 | 13. 36<br>14. 58 | 13. 36<br>14. 58 |
| Newcastle and Shields ...                     |                  | 17. 01           | 21. 87<br>23. 08           | 23. 08             | 19. 44           | 19. 44           | 12. 15<br>13. 36   | 12. 15<br>13. 36 | 17. 01           | 17. 01           | 14. 58           | 14. 58           |
| Average .....                                 | 15. 18           | 14. 82           | 20. 96                     | 20. 45             | 17. 98           | 18. 02           | 12. 90             | 12. 49           | 16. 52           | 15. 64           | 13. 85           | 13. 71           |
| <b>IV.—Bound to Africa.</b>                   |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 |                  | 14. 58           |                            |                    |                  |                  | 13. 36             | 12. 15           | 17. 01           | 15. 79           | 14. 58           | 14. 58           |
| Glasgow .....                                 | 15. 79           |                  | 21. 87                     |                    |                  | 17. 01           | 13. 36<br>14. 58   | 13. 36           | 17. 01           |                  |                  |                  |
| Liverpool .....                               | 13. 36           | 12. 15           | 17. 01<br>19. 44           | 14. 58<br>19. 44   | 14. 58           | 14. 58<br>17. 01 | 12. 15             | 12. 15           | 14. 58           | 14. 58           | 14. 58           | 13. 36           |
| London .....                                  |                  | 17. 01           | 19. 44                     | 18. 22<br>19. 44   |                  | 18. 22           | 12. 15             | 12. 15           | 17. 01           | 14. 58<br>17. 01 |                  |                  |
| Newcastle and Shields ...                     |                  | 17. 01           | 21. 87                     |                    |                  |                  | 13. 97<br>14. 58   | 12. 15<br>13. 36 | 17. 01           |                  |                  |                  |
| Average .....                                 | 14. 57           | 15. 17           | 20. 45                     | 17. 92             | 14. 58           | 16. 71           | 13. 45             | 12. 66           | 16. 52           | 15. 49           | 14. 58           | 13. 97           |
| <b>V.—Bound to the East Indies and China.</b> |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 |                  |                  |                            |                    |                  |                  | 12. 15             | 12. 15           | 17. 01           |                  |                  |                  |
| Glasgow .....                                 | 15. 79           | 14. 58<br>17. 01 | 20. 65<br>21. 87           | 19. 44<br>21. 87   | 15. 79           | 15. 79           | 13. 36             | 12. 15<br>13. 36 | 17. 01           | 14. 58<br>17. 01 | 13. 36           | 13. 36           |
| Liverpool .....                               | 13. 36           | 13. 36           | 19. 44                     | 19. 44             | 17. 01           | 17. 01           | 12. 15             | 12. 15           | 14. 58           | 14. 58           | 13. 36           | 13. 36           |
| London .....                                  | 14. 58           | 14. 58           | 19. 44                     | 17. 01             | 17. 01           | 17. 01           | 12. 15             | 12. 15           | 17. 01           | 14. 58           | 13. 36           | 13. 36           |
| Newcastle and Shields ...                     | 15. 79<br>14. 58 | 15. 79<br>17. 01 | 20. 65<br>21. 87<br>23. 08 | 20. 65<br>23. 08   | 19. 44           | 19. 44           | 12. 15<br>13. 36   | 12. 15           | 17. 01           |                  | 14. 58           | 14. 58           |
| Average .....                                 | 14. 82           | 15. 38           | 20. 85                     | 20. 24             | 17. 31           | 17. 31           | 12. 55             | 12. 35           | 16. 52           | 15. 55           | 13. 66           | 13. 66           |
| <b>VI.—Bound to Australia.</b>                |                  |                  |                            |                    |                  |                  |                    |                  |                  |                  |                  |                  |
| Bristol .....                                 |                  |                  |                            |                    | 18. 22           |                  | 12. 15             |                  | 17. 01           | 14. 58           |                  | 14. 58           |
| Glasgow .....                                 |                  | 14. 58<br>17. 01 | 21. 87                     | 19. 44<br>21. 87   | 15. 79           |                  | 13. 36             | 10. 93<br>13. 36 | 17. 01           | 14. 58<br>17. 01 | 13. 36           | 13. 36           |
| Liverpool .....                               | 13. 36           |                  | 19. 44                     | 19. 44             | 15. 79           | 15. 79           | 12. 15             | 12. 15           | 14. 58           | 14. 58           | 13. 36           | 13. 36           |
| London .....                                  | 12. 15           | 14. 58<br>15. 79 | 19. 44                     | 17. 01<br>19. 44   | 17. 01           | 17. 01<br>19. 44 | 12. 15             | 12. 15           | 17. 01           | 13. 36<br>17. 01 | 13. 36<br>14. 58 | 13. 36           |
| Newcastle and Sbiels ...                      |                  | 17. 01           | 21. 87<br>23. 08           | 20. 65             | 19. 44           |                  | 12. 15             | 12. 15           | 15. 79           |                  |                  | 13. 36           |
| Average .....                                 | 12. 75           | 15. 79           | 21. 14                     | 19. 64             | 17. 25           | 17. 41           | 12. 39             | 12. 14           | 16. 40           | 15. 18           | 13. 66           | 13. 06           |



TABLE 4.—Average monthly wages (expressed in dollars and cents) of mates, petty officers, engineers, and firemen on British vessels in the foreign trade.

|                             | Steamships. |         |         |         |         |         | Sailing vessels. |         |         |         |         |         |
|-----------------------------|-------------|---------|---------|---------|---------|---------|------------------|---------|---------|---------|---------|---------|
|                             | 1870.       | 1880.   | 1890.   | 1892.   | 1893.   | 1894.   | 1870.            | 1880.   | 1890.   | 1892.   | 1893.   | 1894.   |
| <i>Under 500 tons.</i>      |             |         |         |         |         |         |                  |         |         |         |         |         |
| First mates.....            | \$36.45     | \$36.45 | \$35.47 | \$36.45 | \$34.02 | \$35.24 | \$26.73          | \$29.16 | \$29.16 | \$28.67 | \$29.16 | \$29.16 |
| Second mates.....           | 25.75       | 26.00   | 26.73   | 26.73   | 29.16   | 29.16   | 19.44            | 20.41   | 20.65   | 20.41   | 19.44   | 19.93   |
| Boatswains.....             | 20.41       | 19.92   | 24.30   | 24.30   | 20.65   | 20.16   | 17.01            | 17.49   | 19.68   | 20.16   | 19.44   | 19.93   |
| Carpenters.....             | 26.24       | 26.73   | 27.21   | 26.73   | 26.73   | 26.73   | 25.27            | 24.78   | 23.08   | 22.11   | 21.87   | 20.65   |
| Sailmakers.....             |             |         |         |         |         |         | 14.58            | 15.79   | 19.19   | 18.22   |         | 16.52   |
| First engineer.....         | 61.70       | 65.34   | 68.72   | 75.63   | 68.52   | 68.49   |                  |         |         |         |         |         |
| Second engineer.....        | 42.72       | 44.91   | 45.90   | 51.94   | 47.38   | 46.17   |                  |         |         |         |         |         |
| Third engineer.....         |             |         | 38.17   | 36.85   | 36.45   |         |                  |         |         |         |         |         |
| Leading firemen.....        | 31.75       |         | 36.61   | 36.59   | 32.80   | 32.80   |                  |         |         |         |         |         |
| Firemen.....                | 28.37       | 28.43   | 33.37   | 32.82   | 30.61   | 29.40   |                  |         |         |         |         |         |
| <i>500 to 1,000 tons.</i>   |             |         |         |         |         |         |                  |         |         |         |         |         |
| First mates.....            | 41.31       | 40.82   | 41.31   | 40.58   | 41.31   | 40.95   | 31.59            | 32.80   | 34.02   | 32.56   | 31.59   | 31.59   |
| Second mates.....           | 29.40       | 29.40   | 29.64   | 29.64   | 29.16   | 29.16   | 22.11            | 22.35   | 22.35   | 21.87   | 20.65   | 20.65   |
| Third mates.....            | 22.84       | 22.35   | 22.84   | 25.75   | 24.30   | 25.51   | 14.58            | 15.06   | 14.82   | 15.55   | 14.58   | 14.58   |
| Boatswains.....             | 21.14       | 21.14   | 24.78   | 24.30   | 23.08   | 21.87   | 19.19            | 19.92   | 21.14   | 20.16   | 20.65   | 21.87   |
| Carpenters.....             | 27.94       | 27.94   | 27.70   | 28.18   | 27.94   | 27.94   | 25.27            | 26.00   | 26.73   | 22.11   | 23.08   | 24.30   |
| Sailmakers.....             |             |         |         |         |         |         | 18.95            | 20.65   | 21.62   | 18.22   | 17.01   | 17.01   |
| Quartermasters.....         | 17.01       | 17.01   | 20.41   | 21.38   | 21.87   | 21.60   |                  |         |         |         |         |         |
| First engineer.....         | 70.47       | 75.77   | 72.29   | 70.59   | 70.47   | 66.82   |                  |         |         |         |         |         |
| Second engineer.....        | 48.60       | 52.48   | 49.87   | 50.42   | 48.60   | 47.38   |                  |         |         |         |         |         |
| Third engineer.....         | 31.34       | 38.09   | 35.05   | 34.10   | 32.80   | 32.80   |                  |         |         |         |         |         |
| Leading firemen.....        | 21.87       |         | 25.41   | 24.86   | 23.08   | 21.87   |                  |         |         |         |         |         |
| Firemen.....                | 19.19       | 17.47   | 22.33   | 21.42   | 19.44   | 19.44   |                  |         |         |         |         |         |
| <i>1,000 to 1,500 tons.</i> |             |         |         |         |         |         |                  |         |         |         |         |         |
| First mates.....            | 48.60       | 46.65   | 44.46   | 44.46   | 43.74   | 42.52   | 35.96            | 35.72   | 36.45   | 36.20   | 36.45   | 36.45   |
| Second mates.....           | 34.02       | 30.61   | 32.07   | 31.34   | 31.59   | 31.59   | 24.30            | 24.30   | 24.05   | 21.87   | 23.08   | 23.08   |
| Third mates.....            | 24.05       | 23.81   | 25.51   | 27.70   | 26.73   | 26.73   | 15.30            | 15.79   | 17.49   | 17.01   | 15.79   | 15.79   |
| Boatswains.....             | 21.38       | 22.59   | 25.51   | 25.75   | 24.30   | 23.08   | 18.95            | 20.41   | 22.84   | 20.16   | 20.65   | 21.87   |
| Carpenters.....             | 27.21       | 27.94   | 29.88   | 29.64   | 29.16   | 27.94   | 26.97            | 27.21   | 27.45   | 22.11   | 26.73   | 25.51   |
| Quartermasters.....         | 18.71       | 18.22   | 21.87   | 21.38   | 18.22   | 19.44   | 14.58            | 14.58   | 17.01   |         |         |         |
| Sailmakers.....             |             |         |         |         |         |         | 21.14            | 21.14   | 22.59   | 18.22   | 21.87   | 20.65   |
| First engineer.....         | 70.55       | 79.21   | 76.76   | 75.89   | 75.33   | 71.68   |                  |         |         |         |         |         |
| Second engineer.....        | 52.90       | 56.86   | 54.24   | 55.01   | 53.46   | 53.46   |                  |         |         |         |         |         |
| Third engineer.....         | 41.31       | 39.60   | 38.35   | 36.93   | 38.88   | 37.66   |                  |         |         |         |         |         |
| Leading firemen.....        | 23.08       |         | 26.18   | 25.19   | 23.08   | 23.08   |                  |         |         |         |         |         |
| Firemen.....                | 19.80       | 17.96   | 22.90   | 21.62   | 19.44   | 19.44   |                  |         |         |         |         |         |
| <i>1,500 to 2,000 tons.</i> |             |         |         |         |         |         |                  |         |         |         |         |         |
| First mates.....            | 48.60       | 50.05   | 49.81   | 49.32   | 53.46   | 48.60   | 39.85            | 37.66   | 38.39   | 37.66   | 38.88   | 37.66   |
| Second mates.....           | 36.45       | 35.96   | 34.99   | 34.50   | 36.45   | 34.02   | 26.97            | 26.97   | 25.75   | 24.54   | 26.73   | 24.30   |
| Third mates.....            | 26.73       | 26.73   | 25.75   | 28.18   | 27.94   | 26.73   | 17.98            | 17.73   | 18.22   | 17.73   | 18.22   | 17.73   |
| Boatswains.....             | 24.30       | 24.78   | 25.51   | 26.00   | 24.30   | 23.08   | 21.38            | 21.62   | 23.08   | 22.59   | 20.65   | 21.87   |
| Carpenters.....             | 29.16       | 28.43   | 29.88   | 29.88   | 29.16   | 29.16   | 27.21            | 27.21   | 28.91   | 27.45   | 26.73   | 26.73   |
| Sailmakers.....             |             |         |         |         |         | 19.44   | 23.32            | 21.87   | 23.57   | 22.59   | 21.87   | 14.58   |
| Quartermasters.....         | 19.44       | 18.71   | 22.35   | 21.62   | 19.44   |         | 17.01            | 15.79   | 18.22   | 15.79   | 15.79   | 21.87   |
| First engineer.....         | 82.45       | 80.19   | 81.72   | 80.61   | 82.62   | 77.76   |                  |         |         |         |         |         |
| Second engineer.....        | 61.23       | 34.26   | 54.24   | 57.71   | 57.10   | 55.89   |                  |         |         |         |         |         |
| Third engineer.....         | 48.70       | 47.87   | 41.67   | 40.58   | 42.52   | 38.88   |                  |         |         |         |         |         |
| Leading firemen.....        | 22.27       | 22.27   | 25.59   | 25.27   | 23.08   | 23.08   |                  |         |         |         |         |         |
| Firemen.....                | 20.77       | 19.35   | 22.74   | 21.87   | 19.44   | 19.44   |                  |         |         |         |         |         |
| <i>2,000 tons or over.</i>  |             |         |         |         |         |         |                  |         |         |         |         |         |
| First mates.....            | 53.46       | 55.89   | 58.32   | 57.10   | 58.32   | 57.10   | 40.09            | 41.31   | 41.31   | 40.82   | 38.88   | 38.88   |
| Second mates.....           | 41.55       | 41.31   | 40.58   | 39.60   | 38.88   | 38.88   | 29.16            | 29.16   | 26.97   | 26.00   | 25.51   | 25.51   |
| Third mates.....            | 29.16       | 30.37   | 31.59   | 31.83   | 34.02   | 34.02   | 18.22            | 18.22   | 18.95   | 19.44   | 18.22   | 17.01   |
| Boatswains.....             | 25.51       | 25.75   | 27.21   | 27.70   | 26.73   | 26.73   | 21.87            | 21.87   | 23.08   | 21.14   | 20.65   | 20.16   |
| Carpenters.....             | 29.16       | 29.16   | 30.86   | 31.83   | 31.59   | 31.59   | 27.94            | 28.18   | 29.16   | 28.43   | 27.94   | 28.43   |
| Sailmakers.....             |             |         |         | 23.81   |         | 24.30   | 23.08            | 23.81   | 23.81   | 23.32   | 23.08   | 21.87   |
| Quartermasters.....         | 19.44       | 19.44   | 22.35   | 21.38   | 20.65   | 19.44   | 17.01            | 17.01   | 18.22   | 14.58   |         | 14.58   |
| First engineer.....         | 85.21       | 90.39   | 85.88   | 92.70   | 87.48   | 85.05   |                  |         |         |         |         |         |
| Second engineer.....        | 60.75       | 70.22   | 61.98   | 63.42   | 60.75   | 60.75   |                  |         |         |         |         |         |
| Third engineer.....         | 49.97       | 54.43   | 45.64   | 51.47   | 51.03   | 47.38   |                  |         |         |         |         |         |
| Leading firemen.....        | 21.87       | 22.90   | 25.69   | 25.79   | 24.30   | 24.30   |                  |         |         |         |         |         |
| Firemen.....                | 21.32       | 20.67   | 22.74   | 22.07   | 20.65   | 20.65   |                  |         |         |         |         |         |



## APPENDIX C.

## AMERICAN COMMUNICATION WITH FOREIGN COUNTRIES.

Following is a statement showing the American vessels employed during the last fiscal year in ocean communication between the ports of the United States and about fifty of the principal ports of the world. The list gives the names of the vessels so employed, their rig, gross tonnage, material of construction, year of build, the port from which they entered, and the number of entries each vessel made at the foreign port. Where the vessel has entered several times at the same port during the year it may be usually regarded as permanently engaged in trade between the United States and that port.

United States consuls are required to report every year the American vessels which enter the ports to which they are assigned, and the following tabulation is made up from these reports. It may thus be regarded as a complete statement of the American shipping which visited the ports named during the fiscal year ended June 30, 1895. In a few instances reports from consuls have only partially covered the year, giving one, two, or three quarters. Where such reports are for but part of the year the fact is indicated.

It will also be noted that some vessels appear at different ports. Thus, vessels of the Pacific Mail Line are noted at Honolulu, Nagasaki, Kanagawa, Hiogo, Osaka, Hongkong, and Amoy; and vessels of the Spreckels' Oceanic Line are noted at Honolulu, Apia, Auckland, and Sydney. In numerous instances the same sailing vessel will also be observed to have entered at various ports.

This statement is designed to show both the character and extent of our shipping in the foreign trade. The entries of vessels at European ports during the year noted in this table number 119, and it is virtually a complete statement of the shipping under the American flag which visited Great Britain and the Continent during the last fiscal year. The total entries of American vessels at European ports during the previous fiscal year were 138. The statement is also virtually complete concerning all Asiatic and Australian ports.

In the annual report of this Bureau for 1894 was published a table showing the means of steam communication between the United States and foreign ports, giving similar information to that contained in this table concerning steam vessels of all nations engaged in over-sea trade with the United States. That table, taken in conjunction with the table appended, is designed to illustrate the *materiel* by which navigation is maintained between ports of the United States and the principal foreign ports. Attention is particularly directed toward our meager shipping facilities with German ports compared with the facilities furnished by the two great German steamship lines; our entire lack of communication under our own flag with the Netherlands and with France, both of which nations have strongly established steamship lines running to this country; and the absence of our vessels from the Mediterranean ports. It will be observed that our merchant marine is practically unrepresented on the North Atlantic, except by the steamships of the International Navigation Company. No statement is made of vessels entering near-by ports of the British Possessions in North America and near-by ports to the south of the United States, such trade being essentially coasting trade.

| Name.                 | Rig.         | Gross tons. | Material. | Year built. | Entered from—             | Entries. |
|-----------------------|--------------|-------------|-----------|-------------|---------------------------|----------|
| SOUTHAMPTON, ENGLAND. |              |             |           |             |                           |          |
| St. Louis .....       | Steamship .. | 11,629      | Steel.... | 1895        | New York .....            | 1        |
| Paris .....           | do .....     | 10,795      | do .....  | 1888        | do .....                  | 16       |
| New York .....        | do .....     | 10,803      | do .....  | 1889        | do .....                  | 14       |
| Pennsylvania.....     | do .....     | 3,166       | Iron .... | 1873        | Philadelphia.....         | 4        |
| Illinois .....        | do .....     | 3,164       | do .....  | 1873        | do .....                  | 4        |
| 5 vessels.....        |              | 39,557      |           |             |                           | 39       |
| LIVERPOOL, ENGLAND.   |              |             |           |             |                           |          |
| Ohio .....            | Steamship .. | 3,392       | Iron .... | 1873        | Philadelphia.....         | 9        |
| Indiana .....         | do .....     | 3,158       | do .....  | 1873        | do .....                  | 9        |
| S. P. Hitchcock.....  | Ship .....   | 2,292       | Wood....  | 1883        | San Francisco .....       | 1        |
| Rence .....           | do .....     | 1,925       | do .....  | 1881        | do .....                  | 1        |
| S. D. Carleton .....  | do .....     | 1,882       | do .....  | 1890        | Sydney, New South Wales.. | 1        |
| St. Francis .....     | do .....     | 1,899       | do .....  | 1882        | San Francisco .....       | 1        |
| Hecla .....           | do .....     | 1,529       | do .....  | 1877        | do .....                  | 1        |
| Standard.....         | do .....     | 1,535       | do .....  | 1878        | Portland, Oreg.....       | 1        |
| Hy. B. Hyde .....     | do .....     | 2,583       | do .....  | 1884        | San Francisco .....       | 1        |
| Ed. O'Brien.....      | do .....     | 2,271       | do .....  | 1882        | do .....                  | 1        |
| Shenandoah .....      | do .....     | 3,407       | do .....  | 1890        | do .....                  | 1        |



| Name.                                       | Rig.          | Gross tons. | Material.  | Year built. | Entered from—               | Entries. |
|---------------------------------------------|---------------|-------------|------------|-------------|-----------------------------|----------|
| LIVERPOOL, ENGLAND—continued.               |               |             |            |             |                             |          |
| Baring Bros .....                           | Ship .....    | 2, 166      | Wood...    | 1877        | San Francisco .....         | 1        |
| Parthia .....                               | do .....      | 2, 495      | do .....   | 1891        | do .....                    | 1        |
| W. F. Babcock .....                         | do .....      | 2, 130      | do .....   | 1882        | Tacoma .....                | 1        |
| M. E. Russell .....                         | Bark .....    | 575         | do .....   | 1875        | Mauritius .....             | 1        |
| 15 vessels .....                            |               | 33, 239     |            |             |                             | 31       |
| LONDON, ENGLAND.                            |               |             |            |             |                             |          |
| Benjamin Sewell .....                       | Ship .....    | 1, 434      | Wood...    | 1874        | Vancouver, British Columbia | 1        |
| Southern Cross .....                        | do .....      | 1, 129      | do .....   | 1868        | Sydney, New South Wales..   | 1        |
| J. W. Marr .....                            | do .....      | 1, 296      | do .....   | 1875        | San Francisco .....         | 1        |
| Normandy .....                              | Bark .....    | 1, 373      | do .....   | 1879        | Sydney, New South Wales..   | 1        |
| Jennie Harkness .....                       | do .....      | 1, 209      | do .....   | 1877        | do .....                    | 1        |
| Wakefield .....                             | do .....      | 887         | do .....   | 1873        | do .....                    | 1        |
| Fred. Gower .....                           | Schooner ..   | 819         | do .....   | 1884        | New York .....              | 1        |
| Mohican .....                               | Yacht .....   | 120         | do .....   | 1890        | do .....                    | 1        |
| 8 vessels .....                             |               | 8, 267      |            |             |                             | 8        |
| BRISTOL, ENGLAND.                           |               |             |            |             |                             |          |
| Benj'n F. Packard .....                     | Ship .....    | 2, 130      | Wood...    | 1883        | San Francisco .....         | 1        |
| Big Bonanza .....                           | do .....      | 1, 473      | do .....   | 1875        | Pictou .....                | 1        |
| 2 vessels .....                             |               | 3, 603      |            |             |                             | 2        |
| QUEENSTOWN, IRELAND.                        |               |             |            |             |                             |          |
| Silicon .....                               | Bark .....    | 448         | Wood...    | 1887        | Philadelphia .....          | 1        |
| Mary E. Russell .....                       | do .....      | 575         | do .....   | 1875        | Boston .....                | 1        |
| Serene .....                                | do .....      | 550         | do .....   | 1867        | Philadelphia .....          | 1        |
| 3 vessels .....                             |               | 1, 573      |            |             |                             | 3        |
| GLASGOW, SCOTLAND.                          |               |             |            |             |                             |          |
| No American vessels during the fiscal year. |               |             |            |             |                             |          |
| COPENHAGEN, DENMARK.                        |               |             |            |             |                             |          |
| No American vessels during the fiscal year. |               |             |            |             |                             |          |
| HAMBURG, GERMANY.                           |               |             |            |             |                             |          |
| Manuel Llagano .....                        | Ship .....    | 1, 733      | Wood...    | 1879        | Tacoma .....                | 1        |
| Geo. Curtis .....                           | do .....      | 1, 838      | do .....   | 1884        | do .....                    | 1        |
| Commodore .....                             | do .....      | 1, 980      | do .....   | 1879        | Port Blakely .....          | 1        |
| Benj'n F. Hunt .....                        | Bark .....    | 1, 191      | do .....   | 1882        | Buenos Ayres .....          | 1        |
| 4 vessels .....                             |               | 6, 742      |            |             |                             | 4        |
| BREMEN, GERMANY.                            |               |             |            |             |                             |          |
| John H. Crandon .....                       | Brig .....    | 517         | Wood...    | 1875        | Santa Cruz .....            | 1        |
| ANTWERP, BELGIUM.                           |               |             |            |             |                             |          |
| Pennsylvania .....                          | Steamer ..... | 3, 166      | Iron ..... | 1873        | Philadelphia .....          | 9        |
| Illinois .....                              | do .....      | 3, 164      | do .....   | 1873        | do .....                    | 9        |
| Conemaugh .....                             | do .....      | 2, 328      | do .....   | 1882        | New York .....              | 1        |
| Santa Clara .....                           | Ship .....    | 1, 535      | Wood ..    | 1876        | Portland, Oreg. ....        | 1        |
| Charger .....                               | do .....      | 1, 444      | do .....   | 1874        | La Plata .....              | 1        |
| 5 vessels .....                             |               | 11, 637     |            |             |                             | 21       |
| ROTTERDAM, NETHERLANDS.                     |               |             |            |             |                             |          |
| No American vessels for the year.           |               |             |            |             |                             |          |
| HAVRE, FRANCE.                              |               |             |            |             |                             |          |
| [Three quarters missing.]                   |               |             |            |             |                             |          |
| Barracouta .....                            | Steam yacht.  | 167         |            |             | Philadelphia .....          | 1        |



| Name.                                     | Rig.            | Gross tons. | Material. | Year built. | Entered from—                          | Entries. |
|-------------------------------------------|-----------------|-------------|-----------|-------------|----------------------------------------|----------|
| BORDEAUX, FRANCE.                         |                 |             |           |             |                                        |          |
| [ Three quarters missing ]                |                 |             |           |             |                                        |          |
| Lillian.....                              | Bark.....       | 618         | Wood...   | 1873        | Philadelphia.....                      | 1        |
| MARSEILLES, FRANCE.                       |                 |             |           |             |                                        |          |
| C. C. Chapman .....                       | Ship .....      | 1,653       | Wood...   | 1877        | Philadelphia.....                      | 1        |
| LISBON, PORTUGAL.                         |                 |             |           |             |                                        |          |
| Onolaska .....                            | Brig .....      | 495         | Wood...   | 1869        | Philadelphia.....                      | 1        |
| Geneva .....                              | Bark .....      | 464         | do .....  | 1873        | do .....                               | 1        |
| Auburndale .....                          | do .....        | 664         | do .....  | 1880        | do .....                               | 1        |
| Nantasket .....                           | Schooner ..     | 655         | do .....  | 1882        | do .....                               | 1        |
| 4 vessels.....                            |                 | 2,278       |           |             |                                        | 4        |
| GIBRALTAR, SPAIN.                         |                 |             |           |             |                                        |          |
| Xarifa .....                              | Steam yacht.    | 447         |           |             | Southampton .....                      | 2        |
| Margarita .....                           | do .....        | 703         |           |             | Southampton and Marseilles.            | 2        |
| Barracouta.....                           | do .....        | 210         |           |             | Philadelphia, Funchal, and Marseilles. | 2        |
| Queen Mab .....                           | do .....        | 113         |           |             | Cannes .....                           | 1        |
| Valiant .....                             | do .....        | 1,823       |           |             | Marseilles .....                       | 1        |
| Roxana .....                              | do .....        | 447         |           |             | Cadiz, Rabat, and Tangier..            | 2        |
| Sagamore .....                            | do .....        | 323         | Wood...   | 1888        | Yokohama and Port Said...              | 1        |
| Wadena .....                              | do .....        | 247         | Steel...  | 1891        | Algiers .....                          | 1        |
| Lasca .....                               | Schooner yacht. | 121         | do .....  | 1892        | Lisbon.....                            | 1        |
| Yampa .....                               | do .....        | 170         | do .....  | 1887        | New York, St. Michaels, and Nice.      | 2        |
| Southern Cross .....                      | Ship .....      | 1,129       | Wood...   | 1868        | London .....                           | 1        |
| 1 vessel.....                             |                 | 1,129       |           |             |                                        | 1        |
| 10 yachts.....                            |                 |             |           |             |                                        |          |
| BARCELONA, SPAIN.                         |                 |             |           |             |                                        |          |
| A genor .....                             | Ship .....      | 1,488       | Wood...   | 1870        | Newport News.....                      | 1        |
| Sea Witch .....                           | do .....        | 1,288       | do .....  | 1872        | do .....                               | 1        |
| 2 vessels.....                            |                 | 2,776       |           |             |                                        | 2        |
| GENOA, ITALY.                             |                 |             |           |             |                                        |          |
| No American vessels for the year.         |                 |             |           |             |                                        |          |
| NAPLES, ITALY.                            |                 |             |           |             |                                        |          |
| No American vessels. One quarter missing. |                 |             |           |             |                                        |          |
| FUNCHAL, MADEIRAS.                        |                 |             |           |             |                                        |          |
| Neptune.....                              | Bark.....       | 493         | Wood...   | 1870        | Boston.....                            | 1        |
| Carrie Heckle .....                       | Barkentine ..   | 498         | do .....  | 1877        | New York .....                         | 1        |
| James Judge .....                         | Schooner ..     | 680         | do .....  | 1890        | Wilmington, Del .....                  | 1        |
| 3 vessels.....                            |                 | 1,671       |           |             |                                        | 3        |
| FAYAL, AZORES.                            |                 |             |           |             |                                        |          |
| Sarah .....                               | Bark .....      | 558         | Wood...   | 1871        | St. George, Boston, and St. Michaels.  | 6        |
| Desdemona .....                           | do .....        | 237         | do .....  | 1823        | Whaling and Barbados.....              | 2        |
| Shawmut .....                             | do .....        | 468         | do .....  | 1866        | New York.....                          | 1        |
| President .....                           | do .....        | 123         | do .....  | 1849        | Whaling .....                          | 1        |
| Augustine Kobbe.....                      | do .....        | 532         | do .....  | 1866        | New Bedford .....                      | 1        |
| Adelia Chase .....                        | Schooner.....   | 85          | do .....  | 1875        | Whaling.....                           | 1        |
| Pearl Nelson.....                         | do .....        | 123         | do .....  | 1881        | do .....                               | 1        |
| Joseph P. Johnson .....                   | do .....        | 99          | do .....  | 1889        | Provincetown and fishing ..            | 1        |
| 8 vessels.....                            |                 | 2,225       |           |             |                                        | 14       |



| Name.                       | Rig.           | Gross tons. | Material.   | Year built. | Entered from—                        | Entries. |
|-----------------------------|----------------|-------------|-------------|-------------|--------------------------------------|----------|
| HONOLULU, HAWAIIAN ISLANDS. |                |             |             |             |                                      |          |
| Mariposa .....              | Steamer .....  | 3, 158      | Iron .....  | 1883        | San Francisco and Auckland.          | 9        |
| City of Rio Janeiro .....   | do .....       | 3, 548      | do .....    | 1873        | Yokohama .....                       | 1        |
| Australia .....             | do .....       | 2, 755      | do .....    | 1875        | San Francisco .....                  | 14       |
| Alameda .....               | do .....       | 3, 158      | do .....    | 1883        | San Francisco, Auckland, and Sydney. | 9        |
| City of Peking .....        | do .....       | 5, 080      | do .....    | 1883        | San Francisco and Yokohama           | 2        |
| Belvidere .....             | do .....       | 440         | do .....    | 1880        | San Francisco .....                  | 1        |
| Peru .....                  | do .....       | 3, 528      | Steel ..... | 1892        | Yokohama .....                       | 1        |
| Morning Star .....          | do .....       | 471         | Wood .....  | 1884        | South Seas .....                     | 1        |
| Kenilworth .....            | Ship .....     | 2, 293      | Steel ..... | 1887        | San Francisco .....                  | 1        |
| Charmer .....               | do .....       | 1, 881      | Wood .....  | 1881        | do .....                             | 1        |
| T. F. Oakes .....           | do .....       | 1, 997      | Iron .....  | 1883        | do .....                             | 1        |
| Tillie E. Starbuck .....    | do .....       | 2, 033      | do .....    | 1883        | do .....                             | 1        |
| Manuel Llaguno .....        | do .....       | 1, 733      | Wood .....  | 1879        | do .....                             | 1        |
| Albert .....                | Bark .....     | 683         | do .....    | 1890        | San Francisco and Port Townsend.     | 5        |
| S. C. Allen .....           | do .....       | 690         | do .....    | 1888        | do .....                             | 5        |
| Amy Turner .....            | do .....       | 991         | do .....    | 1877        | New York .....                       | 1        |
| C. D. Bryant .....          | do .....       | 929         | do .....    | 1878        | San Francisco .....                  | 4        |
| Melrose .....               | do .....       | 993         | do .....    | 1863        | Newcastle .....                      | 1        |
| Ceylon .....                | do .....       | 681         | do .....    | 1856        | San Francisco and Port Townsend.     | 4        |
| Martha Davis .....          | do .....       | 871         | do .....    | 1873        | Departure Bay and San Francisco.     | 4        |
| Amelia .....                | Barkentine ..  | 397         | do .....    | 1870        | Ports Townsend and Gamble            | 2        |
| Matilda .....               | Bark .....     | 849         | do .....    | 1857        | Port Townsend .....                  | 4        |
| W. H. Dimond .....          | Barkentine ..  | 391         | do .....    | 1881        | San Francisco .....                  | 4        |
| Oakland .....               | Bark .....     | 534         | do .....    | 1865        | Port Townsend .....                  | 1        |
| Coloma .....                | do .....       | 853         | do .....    | 1869        | Portland .....                       | 1        |
| Highland Light .....        | do .....       | 1, 315      | do .....    | 1874        | Nanaimo .....                        | 1        |
| Chas. B. Kenney .....       | do .....       | 1, 128      | do .....    | 1878        | do .....                             | 1        |
| Hesper .....                | do .....       | 695         | do .....    | 1882        | Newcastle .....                      | 1        |
| Sonoma .....                | do .....       | 1, 063      | do .....    | 1868        | San Francisco .....                  | 1        |
| Mohicar .....               | do .....       | 852         | do .....    | 1875        | New York .....                       | 1        |
| News Boy .....              | do .....       | 589         | do .....    | 1882        | Newcastle .....                      | 1        |
| Gay Head .....              | do .....       | 265         | do .....    | 1877        | San Francisco .....                  | 1        |
| Alden Besse .....           | do .....       | 842         | do .....    | 1871        | Port Blakely .....                   | 1        |
| Alice Knowles .....         | do .....       | 303         | do .....    | 1878        | San Francisco .....                  | 1        |
| Harry Morse .....           | do .....       | 1, 365      | do .....    | 1871        | Newcastle .....                      | 1        |
| Coryphene .....             | do .....       | 812         | do .....    | 1878        | do .....                             | 1        |
| Planter .....               | Barkentine ..  | 525         | Wood .....  | 1886        | Layson Island and San Francisco.     | 5        |
| S. N. Castle .....          | do .....       | 515         | do .....    | 1886        | San Francisco .....                  | 4        |
| Irmgard .....               | do .....       | 671         | do .....    | 1889        | San Francisco and Chile ..           | 2        |
| Klikitat .....              | do .....       | 493         | do .....    | 1881        | Kahului and Port Townsend            | 4        |
| S. G. Wilder .....          | do .....       | 604         | do .....    | 1887        | San Francisco .....                  | 5        |
| John Schmidt .....          | do .....       | 588         | do .....    | 1882        | Port Townsend .....                  | 1        |
| Mary Winkelman .....        | do .....       | 522         | do .....    | 1881        | Newcastle .....                      | 1        |
| Uncle John .....            | do .....       | 315         | do .....    | 1881        | Eureka .....                         | 1        |
| Archer .....                | do .....       | 900         | do .....    | *1895       | Nanaimo and San Francisco.           | 2        |
| Robert Sudden .....         | do .....       | 616         | do .....    | 1888        | Newcastle .....                      | 1        |
| Jane L. Stanford .....      | do .....       | 971         | do .....    | 1892        | do .....                             | 1        |
| Modoc .....                 | do .....       | 452         | do .....    | 1873        | do .....                             | 1        |
| Courtney Ford .....         | Brigantine ..  | 401         | do .....    | 1883        | Suva, Fiji .....                     | 1        |
| W. G. Irvine .....          | do .....       | 348         | do .....    | 1881        | San Francisco .....                  | 5        |
| Lizzie Vance .....          | Schooner ..... | 435         | do .....    | 1887        | Puget Sound and Newcastle.           | 2        |
| W. H. Talbott .....         | do .....       | 817         | do .....    | 1891        | Newcastle .....                      | 1        |
| Robt. Lewers .....          | do .....       | 733         | do .....    | 1889        | San Francisco and Layson Island.     | 4        |
| Emma Claudine .....         | do .....       | 196         | do .....    | 1882        | Fannings Island .....                | 1        |
| Transit .....               | do .....       | 548         | do .....    | 1891        | San Francisco .....                  | 3        |
| Aloha .....                 | do .....       | 815         | do .....    | 1891        | do .....                             | 4        |
| O. M. Kellogg .....         | do .....       | 393         | do .....    | 1892        | Aberdeen and Grays Harbor            | 2        |
| Alice Cook .....            | do .....       | 783         | do .....    | 1891        | Port Townsend and San Francisco.     | 3        |
| Eva .....                   | do .....       | 277         | do .....    | 1880        | Eureka .....                         | 1        |
| W. F. Jewett .....          | do .....       | 476         | do .....    | 1887        | Ports Angeles and Blakely ..         | 2        |
| Mary Dodge .....            | do .....       | 243         | do .....    | 1882        | Eureka .....                         | 1        |
| Wm. Bowden .....            | do .....       | 778         | do .....    | 1892        | Newcastle and Kahului .....          | 2        |
| Lyman D. Foster .....       | do .....       | 778         | do .....    | 1892        | Newcastle .....                      | 1        |
| Robt. Searles .....         | do .....       | 600         | do .....    | 1888        | Newcastle and Port Townsend.         | 2        |
| Puritan .....               | do .....       | 614         | do .....    | 1888        | Newcastle .....                      | 1        |
| Prosper .....               | do .....       | 605         | do .....    | do .....    | do .....                             | 1        |
| John G. North .....         | do .....       | 337         | do .....    | 1881        | do .....                             | 1        |
| Esther Buhne .....          | do .....       | 287         | do .....    | 1887        | Eureka .....                         | 2        |
| Therese .....               | do .....       | 74          | do .....    | 1869        | San Francisco .....                  | 1        |
| Jane Gray .....             | do .....       | 113         | do .....    | 1887        | do .....                             | 1        |

\* Rebuilt.



| Name.                                 | Rig.        | Gross tons. | Material. | Year built. | Entered from—                       | Entries. |
|---------------------------------------|-------------|-------------|-----------|-------------|-------------------------------------|----------|
| HONOLULU, HAWAIIAN ISLANDS—continued. |             |             |           |             |                                     |          |
| Edwd. E. Webster.....                 | Schooner    | 90          | Wood      | 1875        | San Francisco.....                  | 1        |
| H. C. Wright.....                     | do          | 290         | do        | 1889        | do                                  | 1        |
| King Cyrus.....                       | do          | 702         | do        | 1890        | do                                  | 1        |
| Golden Shore.....                     | do          | 699         | do        | 1889        | Newcastle.....                      | 1        |
| Oceania Vance.....                    | do          | 435         | do        | 1888        | do                                  | 1        |
| Carrier Dove.....                     | do          | 708         | do        | 1890        | do                                  | 1        |
| Bertie Minor.....                     | do          | 272         | do        | 1884        | Eureka.....                         | 1        |
| Hiram Bingham.....                    | do          | 24          | do        | 1892        | San Francisco.....                  | 1        |
| Olga.....                             | do          | 499         | do        | 1889        | Eureka.....                         | 1        |
| W. F. Witzemann.....                  | do          | 473         | do        | 1887        | Aberdeen, Wash.....                 | 1        |
| Eleanor.....                          | Steam yacht | 804         | Steel     | 1894        | Yokohama.....                       | 1        |
| 81 vessels.....                       |             | 72,994      |           |             |                                     | 171      |
| NAGASAKI, JAPAN.                      |             |             |           |             |                                     |          |
| Peru.....                             | Steamship   | 3,528       | Steel     | 1892        | Hongkong and Yokohama..             | 10       |
| City of Rio Janeiro.....              | do          | 3,548       | Iron      | 1878        | Yokohama and Hongkong..             | 10       |
| City of Peking.....                   | do          | 5,080       | do        | 1874        | do                                  | 11       |
| City of Sydney.....                   | do          | 3,017       | do        | 1875        | Hongkong.....                       | 1        |
| Sagamore.....                         | Steam yacht | 323         | Wood      | 1888        | do                                  | 1        |
| Wadena.....                           | do          | 247         | Steel     | 1891        | Kobe.....                           | 1        |
| Josephus.....                         | Ship        | 1,470       | Wood      | 1876        | Philadelphia.....                   | 1        |
| Tam O'Shanter.....                    | do          | 1,603       | do        | 1875        | Kobe.....                           | 1        |
| Samaria.....                          | do          | 1,509       | do        | 1876        | Philadelphia.....                   | 1        |
| Invincible.....                       | do          | 1,460       | do        | 1873        | do                                  | 1        |
| Eleanor.....                          | Yacht       | 421         | do        | 1885        | Shanghai.....                       | 1        |
| 11 vessels.....                       |             | 22,206      |           |             |                                     | 39       |
| KANAGAWA, JAPAN.                      |             |             |           |             |                                     |          |
| Peru.....                             | Steamer     | 3,528       | Steel     | 1892        | San Francisco and Hongkong.         | 10       |
| City of Peking.....                   | do          | 5,080       | Iron      | 1874        | Hiogo, Hongkong, and San Francisco. | 10       |
| City of Rio Janeiro.....              | do          | 3,548       | do        | 1878        | San Francisco and Hongkong.         | 8        |
| Eleanor.....                          | Yacht       | 804         | Steel     | 1894        | Kobe.....                           | 1        |
| Babcock.....                          | Ship        | 2,130       | Wood      | 1882        | do                                  | 1        |
| W. H. Macy.....                       | do          | 2,202       | do        | 1883        | New York.....                       | 1        |
| John W. McDonald.....                 | do          | 2,281       | do        | 1883        | do                                  | 1        |
| M. L. Cushing.....                    | do          | 1,658       | do        | 1883        | do                                  | 1        |
| St. Nicholas.....                     | do          | 1,799       | do        | 1869        | San Francisco.....                  | 1        |
| Henry Failing.....                    | do          | 1,976       | do        | 1882        | New York.....                       | 1        |
| St. John.....                         | do          | 1,885       | do        | 1870        | do                                  | 1        |
| Sintram.....                          | do          | 1,674       | do        | 1877        | do                                  | 1        |
| Servia.....                           | do          | 1,867       | do        | 1883        | do                                  | 1        |
| W. J. Rotch.....                      | do          | 1,718       | do        | 1881        | do                                  | 1        |
| Com. T. H. Allen.....                 | do          | 2,390       | do        | 1884        | do                                  | 1        |
| W. H. Conner.....                     | do          | 1,496       | do        | 1877        | San Francisco.....                  | 1        |
| S. P. Hitchcock.....                  | do          | 2,292       | do        | 1883        | New York.....                       | 1        |
| A. Coburn.....                        | do          | 1,973       | do        | 1882        | do                                  | 1        |
| Henrietta.....                        | do          | 1,267       | do        | 1875        | do                                  | 1        |
| Geo. S. Homer.....                    | Park        | 1,334       | do        | 1882        | do                                  | 1        |
| Emma and Louisa.....                  | Schooner    | 89          | do        | 1874        | Hakodate.....                       | 1        |
| H. Wahlberg.....                      | do          | 28          | do        | 1892        | San Francisco.....                  | 1        |
| Golden Fleece.....                    | do          | 127         | do        | 1875        | Caroline Islands.....               | 1        |
| Josephine.....                        | do          | 17          | do        | 1887        | North Pacific.....                  | 1        |
| Mattie T. Dyer.....                   | do          | 109         | do        | 1884        | Hakodate and North Pacific          | 1        |
| Anaconda.....                         | do          | 42          | do        | 1891        | Hakodate.....                       | 1        |
| Retriever.....                        | do          |             | do        |             | North Pacific.....                  |          |
| Willard Ainsworth.....                | do          | 42          | do        | 1892        | Seattle.....                        | 1        |
| Winchester.....                       | do          | 118         | do        | 1893        | San Francisco.....                  | 1        |
| Ida Etta.....                         | do          | 73          | do        | 1894        | Seattle.....                        | 1        |
| Jane Gray.....                        | do          | 113         | do        | 1887        | Honolulu.....                       | 1        |
| M. M. Morrill.....                    | do          | 45          | do        | 1894        | Seattle.....                        | 1        |
| Rose Sparks.....                      | do          | 44          | do        | 1882        | San Francisco.....                  | 1        |
| Bowhead.....                          | do          | 109         | do        | 1891        | do                                  | 1        |
| 34 vessels.....                       |             | 43,858      |           |             |                                     | 60       |
| HIOGO AND OSAKA, JAPAN.               |             |             |           |             |                                     |          |
| Peru.....                             | Steamer     | 3,528       | Steel     | 1892        | Nagasaki.....                       | 5        |
| City of Rio de Janeiro.....           | do          | 3,548       | Iron      | 1878        | do                                  | 4        |
| City of Peking.....                   | do          | 5,080       | do        | 1874        | do                                  | 3        |
| Josephus.....                         | Ship        | 1,470       | Wood      | 1876        | do                                  | 1        |
| Alex. Gibson.....                     | do          | 2,194       | do        | 1877        | Philadelphia.....                   | 1        |
| William H. Macey.....                 | do          | 2,202       | do        | 1883        | Yokohama.....                       | 1        |



| Name.                             | Rig.     | Gross tons. | Material. | Year built. | Entered from—             | Entries. |
|-----------------------------------|----------|-------------|-----------|-------------|---------------------------|----------|
| HIOGO AND OSAKA, JAPAN—continued. |          |             |           |             |                           |          |
| St. Nicholas                      | Ship     | 1,799       | Wood      | 1869        | Yokohama                  | 1        |
| Mary L. Cushing                   | do       | 1,658       | do        | 1883        | do                        | 1        |
| Dirigo                            | do       | 3,005       | Steel     | 1894        | Philadelphia              | 1        |
| Henry Failing                     | do       | 1,976       | Wood      | 1882        | Yokohama                  | 2        |
| John McDonald                     | do       | 2,281       | do        | 1883        | do                        | 1        |
| Sachem                            | do       | 1,381       | do        | 1876        | Philadelphia              | 1        |
| R. D. Rice                        | do       | 2,247       | do        | 1883        | do                        | 1        |
| John Currier                      | do       | 1,945       | do        | 1882        | do                        | 1        |
| Joseph B. Thomas                  | do       | 1,938       | do        | 1881        | do                        | 1        |
| W. H. Connor                      | do       | 1,496       | do        | 1877        | Yokohama                  | 1        |
| Com. T. H. Allen                  | do       | 2,390       | do        | 1884        | do                        | 1        |
| George R. Skolfield               | do       | 1,731       | do        | 1885        | Hongkong                  | 1        |
| Abner Coburn                      | do       | 1,973       | do        | 1882        | Yokohama                  | 1        |
| A. G. Ropes                       | do       | 2,461       | do        | 1884        | Hongkong                  | 1        |
| 20 vessels                        |          | 46,303      |           |             |                           | 30       |
| HONGKONG, CHINA.                  |          |             |           |             |                           |          |
| Pern                              | Steamer  | 3,528       | Steel     | 1892        | San Francisco             | 5        |
| City of Peking                    | do       | 5,080       | Iron      | 1874        | do                        | 6        |
| City of Rio de Janeiro            | do       | 3,548       | do        | 1878        | do                        | 4        |
| St. David                         | Ship     | 1,596       | Wood      | 1877        | Shanghai                  | 1        |
| Challenger                        | do       | 1,456       | do        | 1877        | do                        | 1        |
| Santa Clara                       | do       | 1,535       | do        | 1876        | do                        | 1        |
| Tacoma                            | do       | 1,739       | do        | 1881        | New York                  | 1        |
| Emily Reed                        | do       | 1,565       | do        | 1880        | do                        | 1        |
| A. G. Ropes                       | do       | 2,461       | do        | 1884        | do                        | 1        |
| Susquehanna                       | do       | 2,745       | do        | 1891        | do                        | 1        |
| Ivy                               | do       | 1,243       | do        | 1876        | San Francisco             | 1        |
| W. H. Smith                       | do       | 2,004       | do        | 1883        | Amoy                      | 1        |
| Wandering Jew                     | do       | 1,737       | do        | 1877        | New York                  | 1        |
| Tam O'Shanter                     | do       | 1,603       | do        | 1875        | Kutchinotizu              | 1        |
| Lucille                           | do       | 1,394       | do        | 1874        | Manila                    | 1        |
| Sintram                           | do       | 1,674       | do        | 1877        | Yokohama                  | 1        |
| W. J. Rotch                       | do       | 1,718       | do        | 1881        | do                        | 1        |
| Berlin                            | do       | 1,634       | do        | 1882        | Shanghai                  | 1        |
| Centennial                        | do       | 1,287       | do        | 1875        | Australia and Singapore   | 2        |
| Sachem                            | do       | 1,381       | do        | 1876        | Hiogo                     | 1        |
| Tillie E. Starbuck                | do       | 2,033       | Iron      | 1883        | Shanghai                  | 1        |
| Governor Robie                    | do       | 1,713       | Wood      | 1883        | New York                  | 1        |
| George R. Skolfield               | do       | 1,731       | do        | 1885        | Newcastle, N. South Wales | 1        |
| George S. Homer                   | Bark     | 1,334       | do        | 1882        | Yokohama                  | 1        |
| Amy Turner                        | do       | 991         | do        | 1877        | Honolulu                  | 1        |
| Georgietta                        | do       | 459         | do        | 1874        | Tien-Tsin                 | 1        |
| Coloma                            | do       | 853         | do        | 1869        | Portland, Oreg            | 1        |
| Gerard C. Tobey                   | do       | 1,459       | do        | 1878        | New York                  | 1        |
| Mohican                           | do       | 852         | do        | 1875        | Honolulu                  | 1        |
| Lucy A. Nickels                   | do       | 1,395       | do        | 1875        | Amoy                      | 1        |
| E. K. Wood                        | Schooner | 521         | do        | 1888        | do                        | 1        |
| Tulenlum                          | do       | 50          | do        | 1893        | Ponejne                   | 1        |
| 32 vessels                        |          | 54,319      |           |             |                           | 45       |
| AMOY, CHINA.                      |          |             |           |             |                           |          |
| City of Peking                    | Steamer  | 5,080       | Iron      | 1874        | Hongkong                  | 1        |
| City of Rio de Janeiro            | do       | 3,548       | do        | 1878        | do                        | 2        |
| John R. Kelly                     | Ship     | 2,364       | Wood      | 1883        | New York                  | 1        |
| A. J. Fuller                      | do       | 1,849       | do        | 1881        | do                        | 1        |
| L. Schepp                         | do       | 1,833       | do        | 1879        | do                        | 1        |
| Lucy A. Nickels                   | Bark     | 1,395       | do        | 1775        | Shanghai                  | 1        |
| E. K. Wood                        | Schooner | 521         | do        | 1888        | New Chwang                | 1        |
| 7 vessels                         |          | 15,690      |           |             |                           | 8        |
| SHANGHAI, CHINA.                  |          |             |           |             |                           |          |
| Challenger                        | Ship     | 1,456       | Wood      | 1877        | New York                  | 1        |
| Santa Clara                       | do       | 1,535       | do        | 1876        | do                        | 1        |
| El Capitan                        | do       | 1,494       | do        | 1873        | do                        | 1        |
| Roanoke                           | do       | 3,539       | do        | 1892        | do                        | 1        |
| Sam Skolfield                     | do       | 1,593       | do        | 1884        | do                        | 1        |
| State of Maine                    | do       | 1,536       | do        | 1878        | do                        | 1        |
| Indiana                           | do       | 1,488       | do        | 1876        | do                        | 1        |
| Prussia                           | do       | 1,212       | do        | 1868        | Port Blakeley             | 1        |
| Berlin                            | do       | 1,634       | do        | 1882        | New York                  | 1        |
| Tillie E. Starbuck                | do       | 2,033       | do        | 1883        | do                        | 1        |
| Belle of Bath                     | do       | 1,418       | do        | 1877        | do                        | 1        |
| St. David                         | do       | 1,596       | do        | 1877        | do                        | 1        |
| Paul Revere                       | do       | 1,735       | do        | 1876        | do                        | 1        |



| Name.                           | Rig.            | Gross tons. | Material. | Year built. | Entered from—                                   | Entries. |
|---------------------------------|-----------------|-------------|-----------|-------------|-------------------------------------------------|----------|
| SHANGHAI, CHINA—continued.      |                 |             |           |             |                                                 |          |
| Georgietta.....                 | Bark.....       | 459         | Wood...   | 1874        | Singapore.....                                  | 2        |
| Lucy A. Nickels.....            | do.....         | 1,395       | do.....   | 1875        | New York.....                                   | 1        |
| Adam W. Spies.....              | do.....         | 1,233       | do.....   | 1884        | do.....                                         | 1        |
| George F. Manson.....           | do.....         | 1,418       | do.....   | 1875        | Port Blakeley.....                              | 1        |
| Colusa.....                     | do.....         | 1,189       | do.....   | 1873        | Seattle.....                                    | 1        |
| John Smith.....                 | Barkentine..... | 588         | do.....   | 1882        | Port Blakeley.....                              | 1        |
| Volunteer.....                  | Schooner.....   | 585         | do.....   | 1887        | Aberdeen, Wash.....                             | 1        |
| Aida.....                       | do.....         | 534         | do.....   | 1890        | Vancouver.....                                  | 1        |
| Sinchinson.....                 | Lorcha.....     | 398         | do.....   |             | Shanghai.....                                   | 1        |
| Relief.....                     | do.....         | 25          | do.....   |             | do.....                                         | 1        |
| 23 vessels.....                 |                 | 30,093      |           |             |                                                 | 24       |
| SINGAPORE, STRAITS SETTLEMENTS. |                 |             |           |             |                                                 |          |
| Landseer.....                   | Ship.....       | 1,419       | Wood...   | 1874        | Cardiff.....                                    | 1        |
| McLaurin.....                   | do.....         | 1,375       | do.....   | 1879        | Barry.....                                      | 1        |
| A. J. Fuller.....               | do.....         | 1,849       | do.....   | 1881        | Swatow.....                                     | 1        |
| Centennial.....                 | do.....         | 1,287       | do.....   | 1875        | Hongkong.....                                   | 1        |
| Belle of Bath.....              | do.....         | 1,418       | do.....   | 1877        | Shanghai.....                                   | 1        |
| Paul Revere.....                | do.....         | 1,735       | do.....   | 1876        | do.....                                         | 1        |
| Adolph Obrig.....               | Bark.....       | 1,448       | do.....   | 1881        | Manila.....                                     | 1        |
| Pactolus.....                   | do.....         | 1,669       | do.....   | 1891        | Rio de Janeiro.....                             | 1        |
| Georgietta.....                 | do.....         | 459         | do.....   | 1874        | Montong.....                                    | 1        |
| Gerard C. Tobey.....            | do.....         | 1,459       | do.....   | 1878        | Hongkong.....                                   | 1        |
| Samar.....                      | do.....         | 1,111       | do.....   | 1875        | Banjermassin.....                               | 1        |
| George F. Manson.....           | do.....         | 1,418       | do.....   | 1875        | Montong.....                                    | 1        |
| 12 vessels.....                 |                 | 16,647      |           |             |                                                 | 12       |
| MANILA, PHILIPPINE ISLANDS.     |                 |             |           |             |                                                 |          |
| Vigilant.....                   | Ship.....       | 1,800       | Wood...   | 1877        | Singapore.....                                  | 1        |
| El Capitan.....                 | do.....         | 1,494       | do.....   | 1873        | Shanghai.....                                   | 1        |
| Thomas Dana.....                | do.....         | 1,445       | do.....   | 1873        | Saigon.....                                     | 1        |
| James Drummond.....             | do.....         | 1,557       | do.....   | 1881        | Amoy.....                                       | 1        |
| R. R. Thomas.....               | do.....         | 1,389       | do.....   | 1876        | Swatow.....                                     | 1        |
| Tacoma.....                     | do.....         | 1,739       | do.....   | 1881        | Hongkong.....                                   | 1        |
| Luzon.....                      | do.....         | 1,391       | do.....   | 1881        | Haiphong.....                                   | 1        |
| State of Maine.....             | do.....         | 1,536       | do.....   | 1878        | Shanghai.....                                   | 1        |
| Roanoke.....                    | do.....         | 3,539       | do.....   | 1892        | do.....                                         | 1        |
| Indiana.....                    | do.....         | 1,488       | do.....   | 1876        | do.....                                         | 1        |
| Lucille.....                    | do.....         | 1,394       | do.....   | 1874        | Newcastle, N. South Wales.....                  | 1        |
| Bohemia.....                    | do.....         | 1,633       | do.....   | 1875        | do.....                                         | 1        |
| Patrician.....                  | do.....         | 1,254       | do.....   | 1879        | do.....                                         | 1        |
| City of Philadelphia.....       | do.....         | 1,457       | do.....   | 1875        | do.....                                         | 1        |
| Emily Reed.....                 | do.....         | 1,565       | do.....   | 1880        | Hongkong.....                                   | 1        |
| Freeman.....                    | Bark.....       | 1,198       | do.....   | 1878        | Newcastle, N. South Wales.....                  | 1        |
| Adolph Obrig.....               | do.....         | 1,448       | do.....   | 1881        | do.....                                         | 1        |
| Kussiloff.....                  | Schooner.....   | 16          | do.....   | 1892        | Guam, Mariana Islands.....                      | 1        |
| 18 vessels.....                 |                 | 27,343      |           |             |                                                 | 18       |
| BATAVIA, JAVA.                  |                 |             |           |             |                                                 |          |
| Vigilant.....                   | Ship.....       | 1,000       | Wood...   | 1877        | Padung.....                                     | 1        |
| John D. Brewer.....             | Bark.....       | 962         | do.....   | 1882        | New York and Lassem.....                        | 2        |
| 2 vessels.....                  |                 | 2,762       |           |             |                                                 | 3        |
| CALCUTTA, EAST INDIA.           |                 |             |           |             |                                                 |          |
| Conqueror.....                  | Ship.....       | 1,622       | Wood...   | 1874        | Hamburg.....                                    | 1        |
| Benj. F. Hunt, jr.....          | do.....         | 1,191       | do.....   | 1882        | do.....                                         | 1        |
| Clarence S. Bement.....         | do.....         | 1,999       | do.....   | 1884        | New York.....                                   | 1        |
| 3 vessels.....                  |                 | 4,812       |           |             |                                                 | 3        |
| APIA, SAMOA.                    |                 |             |           |             |                                                 |          |
| Mariposa.....                   | Steamer.....    | 3,158       | Iron....  | 1883        | San Francisco, and Sydney, New South Wales..... | 9        |
| Alameda.....                    | do.....         | 3,158       | do.....   | 1883        | Sydney and San Francisco.....                   | 9        |
| Helen W. Almy.....              | Bark.....       | 314         | Wood...   | 1859        | San Francisco.....                              | 1        |
| Equator.....                    | Schooner.....   | 72          | do.....   | 1888        | Butaritan.....                                  | 1        |
| Tolna.....                      | Yacht.....      | 83          | do.....   | 1893        | San Francisco.....                              | 1        |
| 5 vessels.....                  |                 | 6,785       |           |             |                                                 | 21       |



| Name.                      | Rig.             | Gross tons. | Material.  | Year built. | Entered from—                  | Entries. |
|----------------------------|------------------|-------------|------------|-------------|--------------------------------|----------|
| AUCKLAND, NEW ZEALAND.     |                  |             |            |             |                                |          |
| Mariposa .....             | Steamer .....    | 3,158       | Iron ..... | 1883        | San Francisco, and Sydney..    | 7        |
| Alameda .....              | do .....         | 3,158       | do .....   | 1883        | do .....                       | 6        |
| Mary Hasbrouck .....       | Bark .....       | 772         | Wood ..... | 1878        | New York, via Dunedin .....    | 1        |
| C. W. Morgan .....         | Whaling bark.    | 314         | do .....   | 1841        | Whaling grounds, South Seas.   | 1        |
| Obed Baxter .....          | Bark .....       | 916         | do .....   | 1876        | Wellington, New Zealand .....  | 1        |
| H. G. Johnson .....        | do .....         | 1,081       | do .....   | 1877        | New York, via Wellington ..... | 1        |
| Charles G. Rice .....      | do .....         | 716         | do .....   | 1879        | do .....                       | 1        |
| Alice .....                | do .....         | 859         | do .....   | 1881        | do .....                       | 1        |
| Sadia A. Thompson .....    | Barkentine ..... | 686         | do .....   | 1892        | New York, via Dunedin .....    | 1        |
| Mannie Swan .....          | do .....         | 777         | do .....   | 1892        | New York, via Wellington ..... | 1        |
| 10 vessels .....           |                  | 12,437      |            |             |                                | 21       |
| SYDNEY, NEW SOUTH WALES.   |                  |             |            |             |                                |          |
| Alameda .....              | Steamer .....    | 3,158       | Iron ..... | 1883        | San Francisco .....            | 5        |
| Mariposa .....             | do .....         | 3,158       | do .....   | 1883        | do .....                       | 4        |
| S. D. Carleton .....       | Ship .....       | 1,882       | Wood ..... | 1890        | London .....                   | 1        |
| George R. Skolfield .....  | do .....         | 1,731       | do .....   | 1873        | New York .....                 | 1        |
| Empire .....               | do .....         | 1,132       | do .....   | 1870        | Port Blakely .....             | 1        |
| Jennie Harkness .....      | Bark .....       | 1,373       | do .....   | 1879        | Melbourne .....                | 1        |
| Normanby .....             | do .....         | 1,209       | do .....   | 1877        | New York .....                 | 1        |
| Freeman .....              | do .....         | 1,198       | do .....   | 1878        | do .....                       | 1        |
| Wakefield .....            | do .....         | 887         | do .....   | 1873        | Adelaide .....                 | 1        |
| Seminole .....             | do .....         | 1,442       | do .....   | 1865        | Suva, Fiji Islands .....       | 1        |
| Sonoma .....               | do .....         | 1,063       | do .....   | 1868        | Port Blakely .....             | 1        |
| Hesper .....               | do .....         | 695         | do .....   | 1882        | Vancouver .....                | 1        |
| Newsboy .....              | do .....         | 589         | do .....   | 1882        | Burrows Inlet .....            | 1        |
| Margaret .....             | do .....         | 1,218       | do .....   | 1864        | Port Townsend .....            | 1        |
| Penobscot .....            | do .....         | 1,133       | do .....   | 1878        | New York .....                 | 1        |
| Colorado .....             | do .....         | 1,075       | do .....   | 1864        | Vancouver .....                | 2        |
| Xenia .....                | do .....         | 1,174       | do .....   | 1874        | New York .....                 | 1        |
| Willie R. Hume .....       | Barkentine ..... | 666         | do .....   | 1890        | Tacoma .....                   | 1        |
| Puritan .....              | Schooner .....   | 614         | do .....   | 1888        | Humboldt .....                 | 1        |
| Wm. Bowden .....           | do .....         | 778         | do .....   | 1892        | Moodysville .....              | 1        |
| Lyman D. Foster .....      | do .....         | 778         | do .....   | 1892        | Port Blakely .....             | 1        |
| John G. North .....        | do .....         | 337         | do .....   | 1881        | Humboldt .....                 | 1        |
| Geo. C. Perkins .....      | do .....         | 389         | do .....   | 1880        | Seattle .....                  | 1        |
| Golden Shore .....         | do .....         | 699         | do .....   | 1889        | Port Townsend .....            | 1        |
| Oceania Vance .....        | do .....         | 435         | do .....   | 1888        | Eureka .....                   | 1        |
| Robert Sudden .....        | do .....         | 616         | do .....   | 1887        | Port Blakely .....             | 1        |
| Lizzie Vance .....         | do .....         | 435         | do .....   | 1887        | Eureka .....                   | 1        |
| Carrier Dove .....         | do .....         | 708         | do .....   | 1890        | Tacoma .....                   | 1        |
| Tolna .....                | Yacht .....      | 83          | do .....   | 1893        | Fiji Islands .....             | 1        |
| 29 vessels .....           |                  | 30,655      |            |             |                                | 37       |
| MELBOURNE, AUSTRALIA.      |                  |             |            |             |                                |          |
| [One quarter missing.]     |                  |             |            |             |                                |          |
| Eureka .....               | Ship .....       | 2,101       | Wood ..... | 1876        | New York .....                 | 1        |
| Paramita .....             | do .....         | 1,573       | do .....   | 1879        | do .....                       | 1        |
| Adolph Obrig .....         | Bark .....       | 1,448       | do .....   | 1881        | do .....                       | 1        |
| H. J. Libby .....          | do .....         | 621         | do .....   | 1873        | Kaipara, New Zealand .....     | 1        |
| Jane L. Stanford .....     | Barkentine ..... | 971         | do .....   | 1892        | Puget Sound .....              | 1        |
| George C. Perkins .....    | do .....         | 388         | do .....   | 1880        | Kaipara, New Zealand .....     | 2        |
| King Cyrus .....           | Schooner .....   | 702         | do .....   | 1890        | Puget Sound .....              | 1        |
| Mary Winkelman .....       | do .....         | 522         | do .....   | 1881        | San Francisco .....            | 1        |
| 8 vessels .....            |                  | 8,326       |            |             |                                | 9        |
| ADELAIDE, SOUTH AUSTRALIA. |                  |             |            |             |                                |          |
| Wakefield .....            | Bark .....       | 887         | Wood ..... | 1873        | New York .....                 | 1        |
| Snow and Burgess .....     | do .....         | 1,655       | do .....   | 1878        | Tacoma .....                   | 1        |
| Coryphene .....            | do .....         | 812         | do .....   | 1878        | San Francisco .....            | 1        |
| Carondelet .....           | do .....         | 1,438       | do .....   | 1872        | Port Gamble .....              | 1        |
| Onaway .....               | do .....         | 932         | do .....   | 1883        | New York .....                 | 1        |
| Top Gallant .....          | do .....         | 1,280       | do .....   | 1863        | Port Townsend .....            | 1        |
| Arkwright .....            | do .....         | 1,267       | do .....   | 1855        | Puget Sound .....              | 1        |
| Chehalis .....             | Barkentine ..... | 691         | do .....   | 1891        | Vancouver .....                | 1        |
| John Swan .....            | do .....         | 721         | do .....   | 1889        | Port Natal .....               | 2        |
| Modoc .....                | do .....         | 452         | do .....   | 1873        | San Francisco .....            | 1        |
| Robert Searles .....       | Schooner .....   | 600         | do .....   | 1888        | Tacoma .....                   | 1        |
| Prosper .....              | do .....         | 605         | do .....   | 1891        | Port Townsend .....            | 1        |
| 12 vessels .....           |                  | 11,340      |            |             |                                | 13       |



| Name.                              | Rig.       | Gross tons. | Material. | Year built. | Entered from—                     | Entries. |
|------------------------------------|------------|-------------|-----------|-------------|-----------------------------------|----------|
| <b>NEWCASTLE, NEW SOUTH WALES.</b> |            |             |           |             |                                   |          |
| Bohemia                            | Ship       | 1,633       | Wood      | 1875        | Rio de Janeiro                    | 1        |
| Patrician                          | do         | 1,254       | do        | 1879        | Buenos Ayres                      | 1        |
| Centennial                         | do         | 1,287       | do        | 1875        | do                                | 1        |
| George R. Skolfield                | do         | 1,731       | do        | 1885        | Sydney                            | 1        |
| City of Philadelphia               | do         | 1,457       | do        | 1875        | Rio de Janeiro                    | 1        |
| Empire                             | do         | 1,132       | do        | 1870        | Sydney                            | 1        |
| W.G. Davis                         | do         | 1,669       | do        | 1877        | Batavia                           | 1        |
| Carondelet                         | Bark       | 1,438       | do        | 1872        | Port Pirie                        | 1        |
| Elsinore                           | do         | 688         | do        | 1866        | Valparaiso                        | 1        |
| Freeman                            | do         | 1,198       | do        | 1878        | Sydney                            | 1        |
| Palmyra                            | do         | 1,360       | do        | 1876        | Algoa Bay                         | 1        |
| Sonoma                             | do         | 1,063       | do        | 1868        | Sydney                            | 1        |
| Hesper                             | do         | 695         | do        | 1882        | do                                | 1        |
| Adolph Obrig                       | do         | 1,448       | do        | 1881        | Melbourne                         | 1        |
| Snow and Burgess                   | do         | 1,655       | do        | 1878        | Port Pirie                        | 1        |
| Harry Morse                        | do         | 1,365       | do        | 1871        | Port Elizabeth                    | 1        |
| Newsboy                            | do         | 589         | do        | 1882        | Sydney                            | 1        |
| Sarah S. Ridgeway                  | do         | 870         | do        | 1877        | Napier                            | 1        |
| Coryphene                          | do         | 812         | do        | 1878        | Adelaide                          | 1        |
| Margaret                           | do         | 1,218       | do        | 1864        | Sydney                            | 1        |
| Onaway                             | do         | 932         | do        | 1883        | Adelaide                          | 1        |
| Top Gallant                        | do         | 1,280       | do        | 1863        | do                                | 1        |
| Colorado                           | do         | 1,075       | do        | 1864        | Sydney                            | 1        |
| Penobscot                          | do         | 1,133       | do        | 1878        | do                                | 1        |
| Arkwright                          | do         | 1,266       | do        | 1855        | Adelaide                          | 1        |
| Xenia                              | do         | 1,174       | do        | 1874        | Sydney                            | 1        |
| Harvester                          | do         | 1,494       | do        | 1875        | Delagoa Bay                       | 1        |
| Chehalis                           | Barkentine | 691         | do        | 1891        | Adelaide                          | 1        |
| Katie Flickinger                   | do         | 472         | do        | 1876        | Suva, Fiji Islands                | 1        |
| George C. Perkins                  | do         | 389         | do        | 1880        | Sydney and Melbourne              | 3        |
| Mary Winkelman                     | do         | 522         | do        | 1881        | Melbourne                         | 1        |
| Robert Sudden                      | do         | 616         | do        | 1887        | Sydney                            | 1        |
| Jane L. Stanford                   | do         | 971         | do        | 1892        | Port Pirie                        | 1        |
| Nellie R. Hume                     | do         | 666         | do        | 1890        | Sydney                            | 1        |
| Modoc                              | do         | 452         | do        | 1873        | Adelaide                          | 1        |
| Puritan                            | Schooner   | 614         | do        | 1888        | Sydney                            | 1        |
| Robert Searles                     | do         | 600         | do        | 1888        | Adelaide                          | 1        |
| Lyman D. Foster                    | do         | 778         | do        | 1892        | Sydney                            | 1        |
| Wm. Bowden                         | do         | 778         | do        | 1892        | do                                | 1        |
| King Cyrus                         | do         | 702         | do        | 1890        | Melbourne                         | 1        |
| John G. North                      | do         | 337         | do        | 1881        | Sydney                            | 1        |
| Golden Shore                       | do         | 699         | do        | 1889        | do                                | 1        |
| Oceania Vance                      | do         | 435         | do        | 1888        | do                                | 1        |
| Prosper                            | do         | 605         | do        | 1891        | Port Pirie                        | 1        |
| Lizzie Vance                       | do         | 435         | do        | 1887        | Sydney                            | 1        |
| Carrier Dove                       | do         | 708         | do        | 1890        | do                                | 1        |
| 46 vessels                         |            | 44,386      |           |             |                                   | 48       |
| <b>CAPE TOWN, AFRICA.</b>          |            |             |           |             |                                   |          |
| Big Bonanza                        | Ship       | 1,473       | Wood      | 1875        | Cardiff                           | 1        |
| St. Katherine                      | Bark       | 1,253       | do        | 1890        | do                                | 1        |
| Holliswood                         | do         | 1,141       | do        | 1893        | Port Elizabeth                    | 1        |
| George S. Homer                    | do         | 1,334       | do        | 1882        | New York                          | 1        |
| Nahum Chapin                       | Schooner   | 597         | do        | 1882        | Mobile                            | 1        |
| Francis Allyn                      | do         | 141         | do        | 1869        | St. Helena and Kerguelen islands. | 2        |
| 6 vessels                          |            | 5,909       |           |             |                                   | 7        |
| <b>RIO DE JANEIRO, BRAZIL.</b>     |            |             |           |             |                                   |          |
| Ivy                                | Ship       | 1,243       | Wood      | 1876        | New York                          | 1        |
| Charger                            | do         | 1,444       | do        | 1874        | Rosario                           | 1        |
| Titan                              | do         | 1,229       | do        | 1869        | New York                          | 1        |
| Cora                               | do         | 1,491       | do        | 1869        | Cardiff and Pensacola             | 2        |
| Henrietta                          | do         | 1,267       | do        | 1875        | New York                          | 1        |
| P. N. Blanchard                    | do         | 1,582       | do        | 1876        | do                                | 1        |
| City of Philadelphia               | do         | 1,457       | do        | 1875        | Cardiff                           | 1        |
| City of Montreal                   | do         | 1,160       | do        | 1861        | New York                          | 1        |
| C. Southard Hurlbert               | do         | 1,080       | do        | 1881        | do                                | 1        |
| Almeda                             | do         | 1,474       | do        | 1876        | do                                | 1        |
| Granite State                      | do         | 1,683       | do        | 1877        | do                                | 1        |
| Amy                                | Bark       | 700         | do        | 1883        | Baltimore                         | 3        |
| Baltimore                          | do         | 723         | do        | 1888        | do                                | 3        |
| Pactolus                           | do         | 1,669       | do        | 1891        | New York                          | 1        |
| Dom Pedro II.                      | do         | 490         | do        | 1878        | Baltimore                         | 2        |
| Carrie Winslow                     | do         | 944         | do        | 1880        | New York                          | 1        |
| Alice Reed                         | do         | 873         | do        | 1873        | do                                | 1        |
| Virginia                           | do         | 750         | do        | 1877        | do                                | 1        |
| J. H. Ingersoll                    | do         | 609         | do        | 1876        | Parahyba                          | 1        |
| Swallow                            | do         | 327         | do        | 1856        | Whaling Voyage                    | 1        |



| Name.                                 | Rig.            | Gross tons. | Material. | Year built. | Entered from—                | Entries. |
|---------------------------------------|-----------------|-------------|-----------|-------------|------------------------------|----------|
| RIO DE JANEIRO, BRAZIL—<br>continued. |                 |             |           |             |                              |          |
| Harriet S. Jackson.....               | Bark.....       | 497         | Wood...   | 1874        | Rosario.....                 | 1        |
| Lillian.....                          | do.....         | 618         | do.....   | 1873        | New York.....                | 1        |
| Monrovia.....                         | do.....         | 464         | do.....   | 1878        | Parahyba.....                | 1        |
| H. A. Litchfield.....                 | do.....         | 638         | do.....   | 1867        | Brunswick.....               | 1        |
| Edmund Phinney.....                   | do.....         | 751         | do.....   | 1873        | Rosario.....                 | 1        |
| H. L. Routh.....                      | do.....         | 1,023       | do.....   | 1865        | Brunswick, Ga.....           | 1        |
| S. R. Bearce.....                     | do.....         | 608         | do.....   | 1873        | New York.....                | 1        |
| Agate.....                            | do.....         | 626         | do.....   | 1868        | Rosario.....                 | 1        |
| Rose Innes.....                       | do.....         | 835         | do.....   | 1881        | do.....                      | 1        |
| T. J. Stewart.....                    | Barkentine..... | 889         | do.....   | 1890        | New York.....                | 1        |
| Julia Rollins.....                    | do.....         | 619         | do.....   | 1884        | Baltimore.....               | 3        |
| Priscilla.....                        | do.....         | 644         | do.....   | 1886        | do.....                      | 3        |
| Josephine.....                        | do.....         | 940         | do.....   | 1892        | do.....                      | 3        |
| Frances.....                          | do.....         | 678         | do.....   | 1887        | do.....                      | 3        |
| White Wings.....                      | do.....         | 679         | do.....   | 1889        | do.....                      | 3        |
| Doris.....                            | do.....         | 944         | do.....   | 1894        | do.....                      | 3        |
| Glad Tidings.....                     | do.....         | 654         | do.....   | 1883        | do.....                      | 2        |
| Bonny Doon.....                       | do.....         | 570         | do.....   | 1876        | New York and Parahyba.....   | 2        |
| Jacob A. Stamler.....                 | do.....         | 1,001       | do.....   | 1856        | Mobile.....                  | 1        |
| Fantee.....                           | do.....         | 652         | do.....   | 1869        | New York.....                | 1        |
| Good News.....                        | do.....         | 712         | do.....   | 1889        | Baltimore.....               | 2        |
| Hattie M. Bain.....                   | Brig.....       | 391         | do.....   | 1873        | New York.....                | 1        |
| W. R. Hutchings.....                  | do.....         | 451         | do.....   | 1883        | Parahyba.....                | 1        |
| Wallace J. Boyd.....                  | Schooner.....   | 634         | do.....   | 1879        | Brunswick.....               | 1        |
| Mabel Jordan.....                     | do.....         | 994         | do.....   | 1889        | Boston.....                  | 1        |
| Moses B. Tower.....                   | do.....         | 637         | do.....   | 1874        | Cape Verde Islands.....      | 1        |
| Ellen Crusoe.....                     | do.....         | 298         | do.....   | 1883        | Rio Grande do Sul.....       | 1        |
| 47 vessels.....                       |                 | 40,642      |           |             |                              | 68       |
| BAHIA, BRAZIL.                        |                 |             |           |             |                              |          |
| Moses B. Tower.....                   | Bark.....       | 637         | Wood...   | 1874        | Rio de Janeiro.....          | 1        |
| Monrovia.....                         | do.....         | 464         | do.....   | 1878        | New York.....                | 1        |
| Arthur C. Wade.....                   | do.....         | 700         | do.....   | 1884        | Baltimore.....               | 1        |
| Mary C. Hale.....                     | do.....         | 568         | do.....   | 1875        | New York.....                | 1        |
| Essex.....                            | do.....         | 663         | do.....   | 1870        | do.....                      | 1        |
| Doris.....                            | Barkentine..... | 944         | do.....   | 1894        | Baltimore.....               | 2        |
| Carrie L. Tyler.....                  | do.....         | 566         | do.....   | 1874        | New York.....                | 1        |
| Josephine.....                        | do.....         | 940         | do.....   | 1892        | Baltimore.....               | 1        |
| Emita.....                            | do.....         | 522         | do.....   | 1883        | New York.....                | 1        |
| Priscilla.....                        | do.....         | 644         | do.....   | 1886        | Baltimore.....               | 1        |
| Good News.....                        | do.....         | 712         | do.....   | 1889        | do.....                      | 1        |
| Harry Smith.....                      | Brig.....       | 520         | do.....   | 1875        | New York.....                | 1        |
| Telos.....                            | do.....         | 391         | do.....   | 1883        | do.....                      | 1        |
| Irene.....                            | do.....         | 492         | do.....   | 1876        | New York and Cape Verde..... | 2        |
| John H. Crandon.....                  | do.....         | 517         | do.....   | 1875        | do.....                      | 1        |
| John McDermott.....                   | do.....         | 564         | do.....   | 1878        | New York.....                | 1        |
| Leonora.....                          | do.....         | 459         | do.....   | 1874        | do.....                      | 1        |
| Hattie M. Bain.....                   | do.....         | 391         | do.....   | 1873        | Macau.....                   | 1        |
| Kate S. Flint.....                    | Schooner.....   | 584         | do.....   | 1889        | New York.....                | 1        |
| Edwd. Johnson.....                    | do.....         | 400         | do.....   | 1874        | do.....                      | 1        |
| 23 vessels.....                       |                 | 11,960      |           |             |                              | 23       |
| PERNAMBUCO, BRAZIL.                   |                 |             |           |             |                              |          |
| Havilah.....                          | Brig.....       | 533         | Wood...   | 1877        | Montevideo.....              | 1        |
| Willard Mudgett.....                  | Bark.....       | 875         | do.....   | 1874        | New York.....                | 1        |
| E. V. Boynton.....                    | Barkentine..... | 740         | do.....   | 1890        | do.....                      | 1        |
| Justin H. Ingersoll.....              | Bark.....       | 607         | do.....   | 1876        | Santos.....                  | 1        |
| Bonny Doon.....                       | Barkentine..... | 546         | do.....   | 1882        | Rio de Janeiro.....          | 1        |
| W. R. Hutchins.....                   | Brig.....       | 428         | do.....   | 1883        | Santos.....                  | 1        |
| Monrovia.....                         | Bark.....       | 443         | do.....   | 1878        | Bahia.....                   | 1        |
| Olive Thurlow.....                    | do.....         | 627         | do.....   | 1876        | Natal.....                   | 1        |
| Ella.....                             | do.....         | 622         | do.....   | 1869        | Montevideo.....              | 1        |
| Motley.....                           | Brig.....       | 567         | do.....   | 1877        | New York.....                | 1        |
| 10 vessels.....                       |                 | 5,788       |           |             |                              | 10       |
| MONTEVIDEO, URUGUAY.                  |                 |             |           |             |                              |          |
| Charger.....                          | Ship.....       | 1,444       | Wood...   | 1874        | Cardiff.....                 | 1        |
| Ceina.....                            | Bark.....       | 577         | do.....   | 1873        | Paysandu.....                | 1        |
| Agate.....                            | do.....         | 626         | do.....   | 1868        | Rio de Janeiro.....          | 2        |
| Rose Innes.....                       | do.....         | 835         | do.....   | 1881        | Destero, Brazil.....         | 1        |
| Rebecca Crowell.....                  | do.....         | 587         | do.....   | 1873        | Rio de Janeiro.....          | 1        |
| Chas. Loring.....                     | do.....         | 552         | do.....   | 1878        | New York.....                | 1        |
| Chas. G. Rice.....                    | do.....         | 716         | do.....   | 1879        | Buenos Ayres.....            | 1        |
| Antioch.....                          | do.....         | 987         | do.....   | 1876        | New York.....                | 1        |
| Ella.....                             | do.....         | 655         | do.....   | 1869        | Portland, Me.....            | 1        |



| Name.                              | Rig.            | Gross tons. | Material. | Year built. | Entered from—                  | Entries. |
|------------------------------------|-----------------|-------------|-----------|-------------|--------------------------------|----------|
| MONTEVIDEO, URUGUAY—<br>continued. |                 |             |           |             |                                |          |
| Syra.....                          | Bark.....       | 514         | Wood...   | 1870        | New York.....                  | 1        |
| Alice Reed.....                    | do.....         | 873         | do.....   | 1873        | Rio de Janeiro.....            | 1        |
| Evie Reed.....                     | do.....         | 714         | do.....   | 1878        | Boston.....                    | 1        |
| Hudson.....                        | do.....         | 673         | do.....   | 1867        | do.....                        | 1        |
| Edwd. L. Mayberry.....             | do.....         | 657         | do.....   | 1878        | New York.....                  | 1        |
| Annie Lewis.....                   | do.....         | 671         | do.....   | 1874        | Portland Me.....               | 1        |
| Sarmiento.....                     | do.....         | 631         | do.....   | 1872        | Boston.....                    | 1        |
| R. A. C. Smith.....                | Barkentine..... | 661         | do.....   | 1889        | do.....                        | 1        |
| Kremlin.....                       | do.....         | 787         | do.....   | 1890        | do.....                        | 1        |
| Kate.....                          | do.....         | 590         | do.....   | 1884        | Portland, Me.....              | 1        |
| Eleanor M. Williams.....           | do.....         | 718         | do.....   | 1890        | Boston.....                    | 1        |
| Nathan F. Cobb.....                | Schooner.....   | 656         | do.....   | 1890        | do.....                        | 1        |
| Nimbus.....                        | do.....         | 884         | do.....   | 1890        | do.....                        | 2        |
| Mabel Jordan.....                  | do.....         | 994         | do.....   | 1889        | Rio de Janeiro.....            | 1        |
| 23 vessels.....                    |                 | 17,001      |           |             |                                | 25       |
| BUENOS AYRES, ARGENTINA.           |                 |             |           |             |                                |          |
| Patrician.....                     | Ship.....       | 1,254       | Wood...   | 1879        | Boston.....                    | 1        |
| Centennial.....                    | do.....         | 1,287       | do.....   | 1875        | do.....                        | 1        |
| Vigilant.....                      | do.....         | 1,800       | do.....   | 1877        | do.....                        | 1        |
| Emily F. Whitney.....              | do.....         | 1,315       | do.....   | 1880        | do.....                        | 1        |
| Sarmiento.....                     | Bark.....       | 631         | do.....   | 1872        | Portland.....                  | 1        |
| Samuel H. Nickerson.....           | do.....         | 755         | do.....   | 1878        | do.....                        | 1        |
| Chas. G. Rice.....                 | do.....         | 716         | do.....   | 1879        | New York.....                  | 1        |
| Nellie Brett.....                  | do.....         | 726         | do.....   | 1877        | Boston.....                    | 1        |
| B. Webster.....                    | do.....         | 585         | do.....   | 1873        | Portland.....                  | 1        |
| Grace Lynwood.....                 | do.....         | 658         | do.....   | 1890        | New York.....                  | 1        |
| Harvard.....                       | do.....         | 1,033       | do.....   | 1878        | Portland and Boston.....       | 2        |
| Edw. H. Phinney.....               | do.....         | 751         | do.....   | 1873        | New York.....                  | 1        |
| J. H. Bowers.....                  | do.....         | 734         | do.....   | 1875        | Boston.....                    | 1        |
| Haydn Brown.....                   | do.....         | 865         | do.....   | 1876        | New York.....                  | 1        |
| C. P. Dixon.....                   | do.....         | 728         | do.....   | 1881        | Boston.....                    | 1        |
| Grace Deering.....                 | do.....         | 734         | do.....   | 1877        | Portland.....                  | 2        |
| Evie Reed.....                     | do.....         | 714         | do.....   | 1878        | Montevideo and Portland.....   | 2        |
| Ethel.....                         | do.....         | 716         | do.....   | 1881        | Portland.....                  | 1        |
| Evie J. Ray.....                   | do.....         | 956         | do.....   | 1878        | Santos.....                    | 1        |
| Taria Topan.....                   | do.....         | 632         | do.....   | 1870        | Pascagoula.....                | 1        |
| Annie Lewis.....                   | do.....         | 671         | do.....   | 1874        | Montevideo and Boston.....     | 2        |
| Celina.....                        | do.....         | 577         | do.....   | 1873        | Portland.....                  | 1        |
| Thos. A. Goddard.....              | do.....         | 715         | do.....   | 1874        | do.....                        | 1        |
| Emma T. Crowell.....               | do.....         | 1,137       | do.....   | 1878        | Boston.....                    | 1        |
| Benj. T. Hunt, jr.....             | do.....         | 1,191       | do.....   | 1882        | do.....                        | 1        |
| Xenia.....                         | do.....         | 1,174       | do.....   | 1874        | do.....                        | 1        |
| Mabel I. Meyers.....               | do.....         | 750         | do.....   | 1891        | do.....                        | 1        |
| Addie Morrill.....                 | do.....         | 655         | do.....   | 1882        | New York.....                  | 1        |
| Kremlin.....                       | Barkentine..... | 787         | do.....   | 1890        | Boston.....                    | 1        |
| John S. Emery.....                 | do.....         | 920         | do.....   | 1890        | Portland.....                  | 1        |
| Rachel Emery.....                  | do.....         | 674         | do.....   | 1883        | Boston.....                    | 1        |
| Allanwilde.....                    | do.....         | 639         | do.....   | 1884        | Portland and New York.....     | 2        |
| Geo. V. Jordan.....                | Schooner.....   | 697         | do.....   | 1874        | New York.....                  | 1        |
| 33 vessels.....                    |                 | 28,177      |           |             |                                | 38       |
| CURAÇAO, WEST INDIES.              |                 |             |           |             |                                |          |
| [One quarter missing.]             |                 |             |           |             |                                |          |
| Nansemond.....                     | Steamer.....    | 309         | Wood...   | 1887        | La Vela de Coro and Maracaibo. | 31       |
| Valencia.....                      | do.....         | 1,598       | do.....   | 1882        | Puerto Cabello.....            | 2        |
| Merida.....                        | do.....         | 517         | do.....   | 1880        | Maracaibo.....                 | 26       |
| Maracaibo.....                     | do.....         | 1,262       | do.....   | 1889        | Maracaibo and New York.....    | 17       |
| Venezuela.....                     | do.....         | 2,843       | Iron..... | 1889        | New York and Puerto Cabello.   | 17       |
| Philadelphia.....                  | do.....         | 2,520       | do.....   | 1885        | do.....                        | 16       |
| Caracas.....                       | do.....         | 2,584       | do.....   | 1889        | do.....                        | 16       |
| Clotilde.....                      | Bark.....       | 468         | Wood...   | 1869        | Philadelphia.....              | 1        |
| Caroline Gray.....                 | Brig.....       | 327         | do.....   | 1869        | Pascagoula.....                | 1        |
| Jane Adaline.....                  | do.....         | 393         | do.....   | 1868        | Philadelphia.....              | 1        |
| Estelle.....                       | Schooner.....   | 444         | do.....   | 1891        | Bangor and Curaçao.....        | 4        |
| Carrie E. Woodbury.....            | do.....         | 260         | do.....   | 1871        | Fernandina.....                | 1        |
| Falmouth.....                      | do.....         | 448         | do.....   | 1882        | Baltimore.....                 | 1        |
| Fannie A. Gorham.....              | do.....         | 324         | do.....   | 1872        | Georgetown.....                | 1        |
| Eugene Hall.....                   | do.....         | 320         | do.....   | 1893        | Jacksonville.....              | 1        |
| Carrie A. Bucknam.....             | do.....         | 287         | do.....   | 1882        | Apalachicola.....              | 1        |
| Ed. Waite.....                     | do.....         | 480         | do.....   | 1872        | Guadeloupe.....                | 1        |
| 17 vessels.....                    |                 | 15,384      |           |             |                                | 138      |



| Name.                      | Rig.            | Gross tons. | Material.  | Year built. | Entered from—              | Entries. |
|----------------------------|-----------------|-------------|------------|-------------|----------------------------|----------|
| LA GUAYRA, VENEZUELA.      |                 |             |            |             |                            |          |
| Valencia.....              | Steamer.....    | 1,600       | Iron.....  | 1882        | New York.....              | 1        |
| Maracaibo.....             | do.....         | 1,261       | Wood.....  | 1889        | do.....                    | 1        |
| Philadelphia.....          | do.....         | 2,520       | Iron.....  | 1885        | do.....                    | 11       |
| Caracas.....               | do.....         | 2,584       | do.....    | 1889        | do.....                    | 11       |
| Venezuela.....             | do.....         | 2,843       | do.....    | 1889        | do.....                    | 12       |
| Eleanor M. Williams.....   | Barkentine..... | 718         | Wood.....  | 1890        | do.....                    | 1        |
| S. R. Bearce.....          | Bark.....       | 608         | do.....    | 1873        | do.....                    | 1        |
| James E. Woodhouse.....    | Schooner.....   | 327         | do.....    | 1878        | do.....                    | 1        |
| I. F. Coolidge.....        | do.....         | 447         | do.....    | 1889        | do.....                    | 1        |
| 9 vessels.....             |                 | 12,908      |            |             |                            | 40       |
| PUERTO CABELLO, VENEZUELA. |                 |             |            |             |                            |          |
| [One quarter missing.]     |                 |             |            |             |                            |          |
| Philadelphia.....          | Steamer.....    | 2,520       | Iron.....  | 1885        | La Guayra and New York..   | 12       |
| Caracas.....               | do.....         | 2,584       | do.....    | 1889        | New York and La Guayra..   | 14       |
| Venezuela.....             | do.....         | 2,843       | do.....    | 1889        | do.....                    | 15       |
| James E. Woodhouse.....    | Schooner.....   | 327         | Wood.....  | 1878        | New York.....              | 1        |
| 4 vessels.....             |                 | 8,274       |            |             |                            | 42       |
| DEMERARA, BRITISH GUIANA.  |                 |             |            |             |                            |          |
| [One quarter missing.]     |                 |             |            |             |                            |          |
| Taria Topan.....           | Bark.....       | 632         | Wood.....  | 1870        | New York.....              | 1        |
| Beatrice Havener.....      | do.....         | 553         | do.....    | 1874        | do.....                    | 1        |
| Jose D. Bueno.....         | do.....         | 419         | do.....    | 1875        | do.....                    | 1        |
| Mary C. Hale.....          | do.....         | 568         | do.....    | 1875        | Barbadoes.....             | 1        |
| J. B. Rabel.....           | Barkentine..... | 451         | do.....    | 1882        | New York.....              | 1        |
| Wm. H. Dietz.....          | do.....         | 487         | do.....    | 1875        | Boston.....                | 1        |
| J. W. Dresser.....         | do.....         | 602         | do.....    | 1877        | New York.....              | 1        |
| Arlington.....             | do.....         | 565         | do.....    | 1883        | do.....                    | 1        |
| Jesse McGregor.....        | do.....         | 609         | do.....    | 1882        | do.....                    | 1        |
| Louise Adelaide.....       | do.....         | 672         | do.....    | 1882        | do.....                    | 1        |
| Harry Smith.....           | Brig.....       | 520         | do.....    | 1875        | do.....                    | 1        |
| Major Pickands.....        | Schooner.....   | 984         | do.....    | 1890        | Portland, Me.....          | 1        |
| Wm. J. Lermond.....        | do.....         | 888         | do.....    | 1885        | do.....                    | 1        |
| Jesse Lena.....            | do.....         | 347         | do.....    | 1883        | New York.....              | 1        |
| Nellie Crocker.....        | do.....         | 367         | do.....    | 1874        | Jacksonville.....          | 1        |
| Nellie T. Morse.....       | do.....         | 461         | do.....    | 1879        | Pascagoula.....            | 1        |
| Messenger.....             | do.....         | 344         | do.....    | 1881        | Jacksonville.....          | 1        |
| Chas. L. Davenport.....    | do.....         | 1,032       | do.....    | 1890        | Boston.....                | 1        |
| Olive T. Whittier.....     | do.....         | 563         | do.....    | 1891        | Portland.....              | 1        |
| Jerome B. Look.....        | do.....         | 361         | do.....    | 1890        | New York.....              | 1        |
| Henry Souther.....         | do.....         | 715         | do.....    | 1884        | Portland.....              | 1        |
| Robt. H. Rathbun.....      | do.....         | 366         | do.....    | 1881        | Norfolk.....               | 1        |
| James E. Bayles.....       | do.....         | 413         | do.....    | 1874        | New York.....              | 1        |
| R. F. Pittigrew.....       | do.....         | 931         | do.....    | 1890        | Portland.....              | 1        |
| Martha T. Thomas.....      | do.....         | 790         | do.....    | 1891        | do.....                    | 1        |
| James B. Pace.....         | do.....         | 612         | do.....    | 1883        | Philadelphia.....          | 1        |
| Laura M. Lunt.....         | do.....         | 568         | do.....    | 1890        | New York.....              | 1        |
| Charlotte T. Sibley.....   | do.....         | 377         | do.....    | 1882        | Jacksonville.....          | 1        |
| Susie I. Oliver.....       | do.....         | 273         | do.....    | 1882        | do.....                    | 1        |
| Laura.....                 | do.....         | 551         | do.....    | 1879        | New York.....              | 1        |
| Clara Leavitt.....         | do.....         | 456         | do.....    | 1874        | Pascagoula.....            | 1        |
| Ida C. Southard.....       | do.....         | 819         | do.....    | 1892        | Portland.....              | 1        |
| 32 vessels.....            |                 | 18,296      |            |             |                            | 32       |
| VALPARAISO, CHILE.         |                 |             |            |             |                            |          |
| Independence.....          | Ship.....       | 952         | Wood.....  | 1871        | New York.....              | 1        |
| Willie Rosenfeld.....      | do.....         | 2,455       | do.....    | 1885        | Tacoma, Wash.....          | 1        |
| James A. Wright.....       | Bark.....       | 933         | do.....    | 1877        | New York.....              | 1        |
| Edward Kidder.....         | do.....         | 1,015       | do.....    | 1874        | do.....                    | 1        |
| Onaway.....                | do.....         | 932         | do.....    | 1883        | Newcastle, New South Wales | 1        |
| W. H. Talbot.....          | Schooner.....   | 817         | do.....    | 1891        | Port Townsend.....         | 1        |
| 6 vessels.....             |                 | 7,104       |            |             |                            | 6        |
| CALLAO, PERU.              |                 |             |            |             |                            |          |
| Relay.....                 | Steamer.....    | 1,198       | Steel..... | 1890        | High seas.....             | 2        |
| Santa Maria.....           | do.....         | 345         | Wood.....  | 1844        | Pisco and Lobos.....       | 2        |
| Independence.....          | Ship.....       | 952         | do.....    | 1871        | Valparaiso.....            | 1        |
| Tillie Baker.....          | Bark.....       | 719         | do.....    | 1876        | Mollendo.....              | 1        |



| Name.                         | Rig.           | Gross tons. | Material. | Year built. | Entered from—                                  | Entries. |
|-------------------------------|----------------|-------------|-----------|-------------|------------------------------------------------|----------|
| CALLAO, PERU—cont'd.          |                |             |           |             |                                                |          |
| Olympic .....                 | Bark .....     | 1,469       | Wood...   | 1892        | Vancouver.....                                 | 1        |
| Portland Lloyds.....          | do .....       | 1,242       | do .....  | 1876        | Seattle.....                                   | 1        |
| Evanell .....                 | Barkentine ..  | 514         | do .....  | 1869        | San Antonio.....                               | 1        |
| Joseph Russ.....              | Schooner ..... | 247         | do .....  | 1881        | Eureka .....                                   | 1        |
| 8 vessels.....                |                | 6,686       |           |             |                                                | 10       |
| PANAMA, REPUBLIC OF COLOMBIA. |                |             |           |             |                                                |          |
| Costa Rica.....               | Steamer .....  | 1,783       | Steel.... | 1891        | Champerico, Ocos, and New York.                | 11       |
| Colon .....                   | do .....       | 2,686       | Iron .... | 1873        | San Francisco .....                            | 6        |
| Colima.....                   | do .....       | 2,906       | do .....  | 1873        | do .....                                       | 5        |
| San Jose.....                 | do .....       | 2,081       | do .....  | 1882        | San Francisco, New York, Ocos, and Champerico. | 9        |
| Progreso.....                 | do .....       | 1,919       | do .....  | 1885        | San Francisco .....                            | 8        |
| City of Panama.....           | do .....       | 1,490       | do .....  | 1873        | Acapulco and Manzanilla.                       | 6        |
| Acapulco .....                | do .....       | 2,572       | do .....  | 1873        | San Francisco .....                            | 6        |
| San Blas.....                 | do .....       | 2,075       | do .....  | 1882        | do .....                                       | 6        |
| Saturn.....                   | do .....       | 2,268       | do .....  | 1890        | do .....                                       | 7        |
| San Juan.....                 | do .....       | 2,076       | do .....  | 1882        | do .....                                       | 5        |
| City of Sydney.....           | do .....       | 3,017       | do .....  | 1875        | do .....                                       | 4        |
| Willamette .....              | do .....       | 2,562       | do .....  | 1881        | Champerico and San Francisco.                  | 2        |
| Starbuck.....                 | do .....       | 2,157       | do .....  | 1881        | Acajutla and Champerico.                       | 5        |
| Portland .....                | do .....       | 1,089       | Wood....  | 1885        | Corinto and San Francisco.                     | 3        |
| 14 vessels.....               |                | 30,681      |           |             |                                                | 83       |
| COLON, REPUBLIC OF COLOMBIA.  |                |             |           |             |                                                |          |
| Allianca.....                 | Steamer .....  | 2,985       | Iron .... | 1886        | New York.....                                  | 13       |
| City of Para.....             | do .....       | 3,532       | do .....  | 1878        | do .....                                       | 11       |
| Colombia .....                | do .....       | 3,616       | Steel.... | 1892        | do .....                                       | 12       |
| Advance .....                 | do .....       | 2,605       | Iron .... | 1883        | do .....                                       | 12       |
| Newport.....                  | do .....       | 2,733       | Steel.... | 1880        | do .....                                       | 3        |
| Asia.....                     | do .....       | 14          | Wood....  | 1893        | Bocas del Toro.....                            | 1        |
| Finance .....                 | do .....       | 2,603       | Iron .... | 1882        | New York.....                                  | 12       |
| Abbie Frankfort.....          | Schooner ..    | 71          | Wood....  | 1871        | Bocas del Toro.....                            | 2        |
| Robt. Ruff.....               | do .....       | 219         | do .....  | 1871        | Pascagoula .....                               | 2        |
| Chas. Fowler.....             | do .....       | 173         | do .....  | 1892        | do .....                                       | 1        |
| Fred. B. Balano.....          | do .....       | 263         | do .....  | 1890        | Baltimore.....                                 | 1        |
| Palos .....                   | do .....       | 190         | do .....  | 1868        | Shieldsboro .....                              | 3        |
| 12 vessels.....               |                | 16,271      |           |             |                                                | 73       |
| BLUEFIELDS, NICARAGUA.        |                |             |           |             |                                                |          |
| [One quarter missing.]        |                |             |           |             |                                                |          |
| Wm. G. Hewes.....             | Steamer .....  | 1,118       | Iron .... | 1860        | New Orleans.....                               | 3        |
| Gussie.....                   | do .....       | 998         | do .....  | 1872        | do .....                                       | 13       |
| Yulu .....                    | do .....       | 341         | Steel.... | 1891        | Mosquito Coast and Grey Town.                  | 6        |
| Rover .....                   | do .....       | 995         | Iron .... | 1881        | New Orleans.....                               | 2        |
| Morgan.....                   | do .....       | 994         | do .....  | 1864        | do .....                                       | 11       |
| South Portland .....          | do .....       | 622         | do .....  | 1883        | New York and New Orleans.                      | 6        |
| Abbie Frankford .....         | Schooner ..    | 71          | Wood....  | 1871        | San Andres.....                                | 1        |
| G. W. Whitford.....           | do .....       | 191         | do .....  | 1871        | New York .....                                 | 1        |
| F. M. Noyes.....              | do .....       | 154         | do .....  | 1879        | Old Providence, San Andres, and Corn Island.   | 3        |
| Meteor.....                   | do .....       | 122         | do .....  | 1864        | Mobile.....                                    | 1        |
| 10 vessels.....               |                | 5,606       |           |             |                                                | 47       |
| HAVANA, CUBA.                 |                |             |           |             |                                                |          |
| Yucatan .....                 | Steamer .....  | 3,525       | Steel.... | 1890        | New York and Mexico .....                      | 25       |
| Mascotte .....                | do .....       | 884         | Iron .... | 1885        | Key West and Tampa .....                       | 83       |
| Seguranca .....               | do .....       | 4,033       | Steel.... | 1890        | Mexico and New York .....                      | 26       |
| Yumuri .....                  | do .....       | 3,497       | do .....  | 1890        | New York and Mexico .....                      | 26       |
| Aransas .....                 | do .....       | 1,157       | Iron .... | 1887        | New Orleans .....                              | 19       |
| Saratoga.....                 | do .....       | 2,359       | do .....  | 1879        | Mexico and New York .....                      | 25       |
| Lampasas.....                 | do .....       | 2,943       | do .....  | 1883        | Cardenas .....                                 | 1        |
| Vigilancia.....               | do .....       | 4,115       | Steel.... | 1890        | New York and Mexico .....                      | 26       |
| Alamo.....                    | do .....       | 2,943       | Iron .... | 1883        | Cardenas .....                                 | 1        |
| Orizaba.....                  | do .....       | 3,497       | do .....  | 1889        | Mexico and New York .....                      | 25       |
| Concho .....                  | do .....       | 3,724       | do .....  | 1891        | New York .....                                 | 1        |
| Whitney.....                  | do .....       | 1,338       | do .....  | 1871        | New Orleans .....                              | 18       |
| Seneca.....                   | do .....       | 2,729       | do .....  | 1884        | New York and Mexico .....                      | 25       |
| City of Washington.....       | do .....       | 2,683       | do .....  | 1877        | do .....                                       | 26       |



| Name.                | Rig.       | Gross tons. | Material. | Year built. | Entered from—              | Entries. |
|----------------------|------------|-------------|-----------|-------------|----------------------------|----------|
| HAVANA, CUBA—cont'd. |            |             |           |             |                            |          |
| Colorado             | Steamer    | 2,765       | Iron      | 1879        | New York                   | 1        |
| El Paso              | do         | 3,531       | do        | 1884        | do                         | 1        |
| San Marcos           | do         | 2,839       | do        | 1881        | do                         | 1        |
| Algiers              | do         | 2,294       | do        | 1876        | New Orleans                | 3        |
| Clinton              | do         | 1,187       | do        | 1862        | do                         | 2        |
| Valencia             | do         | 1,598       | do        | 1882        | Cardenas                   | 1        |
| Niagara              | do         | 2,265       | do        | 1887        | New York                   | 1        |
| Czarina              | do         | 913         | do        | 1883        | Grey Town, Nicaragua       | 1        |
| Olivette             | do         | 1,611       | do        | 1887        | Tampa and Key West         | 38       |
| Carrie E. Long       | Bark       | 549         | Wood      | 1866        | New York and Philadelphia  | 3        |
| Alice                | do         | 504         | do        | 1874        | Weymouth, Nova Scotia      | 1        |
| Matanzas             | do         | 1,028       | do        | 1889        | New York                   | 6        |
| Onaway               | do         | 932         | do        | 1883        | Lobos a Sierra             | 1        |
| Havana               | do         | 649         | do        | 1879        | New York and Philadelphia  | 5        |
| Wm. Hales            | do         | 868         | do        | 1877        | New York                   | 2        |
| Harriet J. Jackson   | Barkentine | 497         | do        | 1874        | Philadelphia               | 1        |
| Vidette              | do         | 569         | do        | 1884        | New York                   | 1        |
| Eliza J. McManemy    | do         | 785         | do        | 1879        | Philadelphia               | 1        |
| Daisy Read           | do         | 468         | do        | 1882        | New York                   | 1        |
| Wandering Jew        | do         | 667         | do        | 1880        | Philadelphia               | 1        |
| Ethel V. Boynton     | Brigantine | 740         | do        | 1890        | Newport News, Va.          | 1        |
| Nimrod               | Schooner   | 294         | do        | 1891        | Apalachicola               | 2        |
| Ann E. Valentine     | do         | 258         | do        | 1866        | Mobile                     | 3        |
| Gracie D. Buchanan   | do         | 1,141       | do        | 1888        | Philadelphia               | 1        |
| Chauncey E. Burk     | do         | 916         | do        | 1891        | Baltimore                  | 1        |
| Helen L. Matin       | do         | 424         | do        | 1882        | New York                   | 1        |
| Edwd. J. Berwind     | do         | 1,142       | do        | 1894        | Philadelphia and Baltimore | 2        |
| Nelson Bartlett      | do         | 670         | do        | 1881        | Baltimore                  | 1        |
| Helen G. Moseley     | do         | 566         | do        | 1883        | New York and Pensacola     | 2        |
| Florence             | do         | 699         | do        | 1889        | Philadelphia and Baltimore | 2        |
| Herald               | do         | 500         | do        | 1883        | New York                   | 1        |
| John C. Smith        | do         | 452         | do        | 1874        | do                         | 1        |
| Henry J. Smith       | do         | 1,108       | do        | 1890        | Philadelphia               | 1        |
| Grace Andrews        | do         | 568         | do        | 1874        | Annapolis, Nova Scotia     | 1        |
| Alice Holbrook       | do         | 723         | do        | 1890        | Philadelphia               | 1        |
| Harry B. Ritter      | do         | 644         | do        | 1878        | do                         | 1        |
| Anna M. Stammer      | do         | 420         | do        | 1890        | Pascagoula                 | 3        |
| Kate                 | do         | 46          | do        | 1882        | Key West                   | 1        |
| Jessie Lena          | do         | 347         | do        | 1883        | Pascagoula and Pensacola   | 4        |
| Napoleon Boughton    | do         | 827         | do        | 1888        | New York                   | 2        |
| Frank T. Stinson     | do         | 993         | do        | 1887        | Philadelphia               | 1        |
| Senator Sullivan     | do         | 725         | do        | 1890        | do                         | 1        |
| Amelia P. Schmidt    | do         | 280         | do        | 1883        | New York and Pascagoula    | 2        |
| Mary A. Hall         | do         | 381         | do        | 1882        | New York                   | 1        |
| Susie M. Plummer     | do         | 921         | do        | 1870        | Philadelphia               | 1        |
| Jas. W. Fitch        | do         | 1,121       | do        | 1890        | do                         | 1        |
| Edwd. A. C. True     | do         | 824         | do        | 1885        | Baltimore                  | 1        |
| Eleayzer W. Clark    | do         | 934         | do        | 1891        | Philadelphia               | 1        |
| Star of the Sea      | do         | 968         | do        | 1887        | do                         | 2        |
| Maggie S. Hart       | do         | 679         | do        | 1885        | New York                   | 1        |
| Lena R. Storer       | do         | 251         | do        | 1873        | Mobile and Pascagoula      | 2        |
| Henrietta J. Powell  | do         | 316         | do        | 1883        | Pascagoula                 | 2        |
| John R. Bergen       | do         | 648         | do        | 1882        | New York                   | 1        |
| Sarah A. Fuller      | do         | 493         | do        | 1883        | Mexico                     | 1        |
| Myra B. Weaver       | do         | 524         | do        | 1889        | New York                   | 1        |
| Wm. H. Swan          | do         | 841         | do        | 1890        | New York and Philadelphia  | 2        |
| Luther T. Garretson  | do         | 572         | do        | 1884        | Mobile                     | 2        |
| Alice Vane           | do         | 63          | do        | 1848        | Trujillo                   | 2        |
| Susie H. Davidson    | do         | 547         | do        | 1883        | Philadelphia               | 1        |
| Anna E. J. Morse     | do         | 733         | do        | 1886        | New York                   | 1        |
| Eunice I. Crocker    | do         | 678         | do        | 1890        | do                         | 1        |
| Fred. A. Small       | do         | 619         | do        | 1886        | Philadelphia               | 2        |
| Wm. J. Sermond       | do         | 888         | do        | 1885        | Baltimore and Philadelphia | 2        |
| Oscar G.             | do         | 230         | do        | 1892        | Mobile and Pascagoula      | 4        |
| John K. Souther      | do         | 994         | do        | 1888        | Baltimore                  | 1        |
| Augustus Welt        | do         | 1,222       | do        | 1889        | Philadelphia               | 2        |
| Longfellow           | do         | 267         | do        | 1889        | Pascagoula                 | 1        |
| William C. Tanner    | do         | 1,034       | do        | 1870        | Brunswick                  | 1        |
| Katie J. Irelan      | do         | 705         | do        | 1883        | Baltimore and Philadelphia | 3        |
| Julia A. Ward        | do         | 591         | do        | 1874        | do                         | 1        |
| John H. Platt        | do         | 1,172       | do        | 1889        | Philadelphia               | 1        |
| Bertha Louise        | do         | 231         | do        | 1890        | Pascagoula                 | 1        |
| D. H. Rivers         | do         | 1,072       | do        | 1890        | Baltimore                  | 1        |
| Miranda              | do         | 429         | do        | 1874        | Pascagoula                 | 1        |
| Sadie Willcutt       | do         | 365         | do        | 1871        | Annapolis                  | 1        |
| R. D. Spear          | do         | 352         | do        | 1883        | Mobile                     | 1        |
| Agnes I. Grace       | do         | 377         | do        | 1873        | Pascagoula                 | 2        |
| Lizzie V. Hall       | do         | 195         | do        | 1878        | New York                   | 1        |
| Louis V. Place       | do         | 735         | do        | 1890        | Norfolk                    | 1        |
| Anna                 | do         | 487         | do        | 1874        | New York                   | 1        |
| Edward W. Schmidt    | do         | 428         | do        | 1881        | Mobile                     | 1        |
| Elwood H. Smith      | do         | 439         | do        | 1890        | Apalachicola               | 1        |
| Regulator            | do         | 848         | Iron      | 1869        | Cardenas                   | 1        |



| Name.                  | Rig.         | Gross tons. | Material. | Year built. | Entered from—     | Entries. |
|------------------------|--------------|-------------|-----------|-------------|-------------------|----------|
| HAVANA, CUBA—cont'd.   |              |             |           |             |                   |          |
| Hattie P. Simpson..... | Schooner.... | 1,285       | Wood ..   | 1891        | Philadelphia..... | 1        |
| Clara Goodwin .....    | do .....     | 945         | do .....  | 1887        | Baltimore.....    | 1        |
| Addie Charleson.....   | do .....     | 659         | do .....  | 1889        | Philadelphia..... | 1        |
| William Johnson .....  | do .....     | 777         | do .....  | 1890        | do .....          | 1        |
| Fanny Arthur.....      | do .....     | 614         | do .....  | 1891        | do .....          | 1        |
| James B. Jordan.....   | do .....     | 723         | do .....  | 1884        | New York .....    | 1        |
| Charles K. Schull..... | do .....     | 884         | do .....  | 1889        | Philadelphia..... | 1        |
| Van Lear Black.....    | do .....     | 634         | do .....  | 1889        | do .....          | 1        |
| Harry Knowlton.....    | do .....     | 318         | do .....  | 1890        | New York .....    | 1        |
| A. R. Keene.....       | do .....     | 364         | do .....  | 1891        | Weymouth .....    | 1        |
| Talofa .....           | do .....     | 1,188       | do .....  | 1889        | Philadelphia..... | 1        |
| Rebecca Crowell.....   | Bark.....    | 587         | do .....  | 1873        | Boston.....       | 1        |
| Abiel Abbot.....       | do .....     | 590         | do .....  | 1875        | New York .....    | 1        |
| Motley.....            | Brig.....    | 591         | do .....  | 1877        | Philadelphia....  | 1        |
| Diana.....             | Barge.....   | 210         | do .....  | 1894        | Pensacola.....    | 1        |
| 112 vessels.....       |              | 115,972     |           |             |                   | 504      |

## APPENDIX D.

## OPPORTUNITIES FOR AMERICAN SHIPPING.

The following statements are compiled from the reports of United States consuls and show the shipping facilities of each port for commerce with the United States. The date when the report was made is appended in each case. The reports, together with the table elsewhere printed showing American vessels actually engaged in foreign trade and the table published in the report of the Bureau for 1894 showing the means of steam communication between the United States and foreign countries, give an idea of the opportunities for shipping, the extent to which they are made use of by American and foreign vessels, and the chances for new ventures.

## I.—EUROPE.

## AUSTRIA-HUNGARY.

*Vienna.*—The facilities for shipping from the United States to Austria-Hungary are not the very best. Trieste and Fiume are the only seaports of this Empire. The Austrian Lloyd Steamship Company has a regular line of freight steamers plying between New York and Trieste, and it is possible to ship grain via Germany; but the rates are higher from the United States than from the countries from which Austria imports grain. (Jan. 26, 1894.)

## BELGIUM.

*Antwerp.*—The facilities for shipping from the United States are the best. The Red Star Line (Belgian), the Wilson Line (British), the Puritan Line (British), and others are, I should suppose, too well known to American exporters to necessitate details as to names, service, dates, and places of departure, etc. (Feb. 24, 1894.)

*Ghent.*—There is not any direct line of steamers or boats from any port of the United States, although vessels drawing 18½ feet of water can come through the Terneuzen Canal and discharge immediately in Ghent. Such a line from New York or Boston could be established on a paying basis, as there would never be lack of return cargo. The rag shippers would especially welcome such an enterprise. Wheat comes now from Antwerp to Ghent by water. Its transfer and carriage cost about 2 francs per ton. Flour, however, is transported by railway, and the cost from steamer in Antwerp to warehouse in this city is much more, being not less than 5.50 francs per ton. If these extra costs were removed by direct communication by a regular line between our ports and Ghent, the price of wheat and flour could without doubt be sufficiently reduced to obtain a large trade for both these staples, not only in this district, but also in all the surrounding country, of which this city is the natural and nearest port. (Mar. 8, 1894.)

## FRANCE.

*Harre.*—The facilities for shipping goods from the United States to Havre are abundant and regular. Three lines ply regularly—(1) the Compagnie Générale Transatlantique, weekly to New York; (2) the Compagnie Commerciale, monthly to New Orleans; (3) the Chargeurs Réunis, to New York and New Orleans regularly, and to other American ports as occasion may require. Besides the above regular



lines of steamers plying between Havre and the United States, other steamships bring freight directly to this port from New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah, Apalachicola, Pensacola, Mobile, New Orleans, Galveston, San Francisco, etc. Occasionally large sailing vessels arrive loaded with cereals from the Pacific coast. The steamship companies of England, Holland, Belgium, Germany, and the American Line also land goods for Havre at their respective European ports, which are reshipped by coastwise steamers or by rail for this port. A daily line of channel steamers connecting with the American Line, the North German Lloyds, and the Hamburg-American Packet Company run between this port and Southampton. (Jan. 18, 1894.)

*Nice.*—The chief obstacle to extending the trade is the want of direct communication, either by steamers or sailing vessels, between the United States and the ports of Nice, Cannes, or Mentone. These ports are accessible to vessels of good tonnage, but, as before mentioned, they rely upon coasting vessels from Marseilles and Genoa and rail communication with those cities and Havre. For this reason it becomes necessary to transship at these cities, which greatly adds to the cost. The cheapest way of sending wheat or flour from the United States to this district would be by charter of sailing vessels or by sending flour or wheat by some of the "tramp" steamers to complete their cargo. (Jan. 16, 1894.)

*Marseilles.*—Transportation facilities are exceptionally good, there being two steamship lines (French) whose vessels leave each way monthly, plying directly between New York and this city; while there are nearly a dozen companies accepting freight from New York to Mediterranean points by way of England, where, however, transshipment is necessary. In addition to these there are any number of sailing vessels plying between Marseilles and various American ports, producing competition sufficient to enable the shipper to exact favorable rates in either direction at any season of the year. (Feb. 12, 1894.)

*Dunkirk.*—There is no regular line of steamers between the port of Dunkirk and the United States, though "tramp" steamers sometimes unload cargoes from United States ports. The wheat landed at that port is brought in sailing vessels. This district is connected by rail with all other parts of France, and hence the facilities for bringing merchandise here are as perfect as could be desired. (Apr. 20, 1894.)

#### GERMANY.

*Dusseldorf.*—From any seaport in the United States flour can be sent to this place by water. A transfer of freight from ocean vessels to the boats which do a carrying trade on the River Rhine can be made at Rotterdam. From other seaports on the Continent flour could be sent here by water or by rail. (Jan. 29, 1894.)

*Frankfort:* The facilities for shipping from American ports to Frankfort, Mayence, Mannheim, and Cologne are ample and excellent. There are regular lines of mail and freight steamers between Rotterdam, Amsterdam, and Antwerp, and New York, Baltimore, and New Orleans. Sailing vessels also bring cargoes of wheat, though most of the business is done by steamers. The ordinary transit for freight coming by steamer from New York via Rotterdam to the Upper Rhine ports occupies from four to five weeks, the time varying somewhat with the existing stage of water in the river. With a fair stage of water the transshipment from steamer to river boat at Rotterdam and the trip to Frankfort or Mannheim occupy about three weeks. If the water is low and lighters have to be used, one week longer must be reckoned for the river route. (Jan. 4, 1894.)

*Luxembourg.*—The facilities for shipping are very good, there being direct railway connection with Antwerp, between which port and New York the steamers of the Red Star Line (Belgian) ply semiweekly. There are also several sailing every month from Philadelphia to Antwerp. (Jan. 6, 1894.)

*Magdeburg.*—The facilities for shipping from the United States are the best possible. The goods can be loaded at Hamburg from the ocean steamers directly into barges and tugged up the River Elbe, which flows through the Province of Saxony. (Jan. 27, 1894.)

*Stettin.*—Stettin has excellent shipping facilities. It has two direct lines of ocean steamers—the Hamburg-American (German) and Thingvalla (Danish) lines. These companies have four and five steamers, respectively, plying between Stettin and New York. There are also numbers of sailing vessels engaged in this trade. The freight per ton by steamers from New York to Stettin is: Flour, \$6.07; wheat, \$3.93. (Jan. 19, 1894.)

#### GIBRALTAR.

*Gibraltar.*—Frequent and convenient facilities are also afforded for importing to this port from New York flour and wheat by steamships belonging to the North German Lloyds, the British Anchor, the Florio-Rubattino, and Phelps (British) steam lines. They have no fixed days of departure, but furnish the means for constantly supplying this market with every description of American produce required. These steamships generally accept cargo or freight at reasonable rates. (Jan. 12, 1894.)



## GREAT BRITAIN.

*Bristol.*—There are regular lines of steamers (British) plying between New York and Bristol, and chartered steamers are constantly entering the port from Baltimore, Philadelphia, and other ports. The grain trade is a very important trade in Bristol, and every possible facility is freely accorded it by municipal and dock authorities. (Mar. 1, 1894.)

*Manchester.*—Prior to the opening of the Manchester Ship Canal all flour had to be transshipped at Liverpool and sent on to Manchester by rail or the Bridgewater Canal barges. There are thus far no direct steamers from the United States using the Manchester Ship Canal, with the exception of one or two with cotton (and a small quantity of grain) from Galveston and New Orleans, which, of course, are not available for the flour trade. One or two small shipments of American grain have been received here, but no flour as yet. (Mar. 5, 1894.)

*Dundee.*—The only direct steamers from the United States are those of the Arrow Line (British), which ply between New York, Leith, and Dundee. They have no regular times for sailing, and only do so to meet the requirements of the trade. Most of the American wheat flour imported comes to Hull, whence it is brought by steamer to Dundee. (Mar. 26, 1894.)

*Dublin.*—From the best information obtainable the cross-channel trade in wheat and flour is decreasing from year to year, owing to the better facilities for direct importation now afforded by the Lord Line steamers (British) plying between this port and the Atlantic ports of the United States. As to shipping facilities, the Dublin harbor accommodates ships of the largest burden, and the greater part of the wheat and flour shipments designed for this port are now sent direct, although, as has been stated elsewhere, there is still a considerable, though decreasing, cross-channel trade from Liverpool and Glasgow chiefly. The cross-channel trade has one important advantage over the direct importation, namely, the companies engaged in that trade afford storage room for shipments received by them, while there are no transit-shed accommodations provided for direct importations. Consequently the consignee must be prepared to receive and store his consignment as fast as unloaded from the vessel. Wheat and flour from the Pacific Coast are consigned to this port usually by sailing vessels. There is now a large direct trade from the Atlantic Coast, chiefly conducted by the Lord Line of steamers. Since the establishment of this direct line of communication the trade in both wheat and flour from the Atlantic ports of the United States has steadily and greatly increased. A part of this increase has been at the expense of the Pacific Coast trade, and, in the opinion of some of the largest dealers here, has operated toward lower prices because of keener competition through the opportunity afforded to small dealers to place their orders direct. In this view the direct steamship communication with Atlantic ports has resulted in a larger trade, but a trade done at a loss to both the American millers and the Dublin wholesalers. (Feb. 8, 1894.)

*Limerick.*—Of late years the people in this part of Ireland have been large consumers of American wheat flour, which is imported from the United States direct in sailing vessels or brought here by the channel steamers from England and Scotland. The consumption of American flour in Limerick varies from 1,000 to 6,000 tons per annum. I believe this quantity, however, might be much increased. The obstacles to increased consumption are, in my opinion, want of direct steam communication between the United States and this port, and the prejudice that exists in regard to the importation of manufactured goods from any country when such articles can be as well produced at home. American wheat is largely imported to this port from both the Atlantic and Pacific ports. There is also importation of wheat from the Black Sea, South America, and Australia. The flour manufactured from all these wheats finds a market in the provinces of Munster and Connaught. There was very little wheat from the Black Sea in 1891, but South America was well to the front in that year. (Feb. 8, 1894.)

*Edinburgh (Leith).*—The facilities for shipping from the United States consist of a regular line of steamers from New York and one from Newport News; also occasional steamers from Baltimore. Additional vessels are chartered as freights offer. (Jan. 26, 1894.)

*Cork.*—No direct line of steamers or sailing vessels discharges freights at this port. The White Star and Cunard lines merely land and receive passengers and mail. These great lines, doing business between Liverpool and New York, Philadelphia, and Boston, touch at this port regularly, but not for cargo business.

*Glasgow.*—The facilities for shipment from the United States to Glasgow are good, but shipment under present conditions must probably be made in foreign vessels. During the last year but few American vessels have reported at any of the ports in this district, and these have all been sailing vessels loaded with spool wood and coming from Portland, Me. There are several lines of vessels from Glasgow to the United States. Two of them, the Anchor and Allan lines (British), run transatlantic



steamships regularly between Glasgow and New York, Boston, Philadelphia, Newport News, and occasionally Baltimore. Some of these steamships leave New York and Glasgow every week. For the last year, especially during the last six months, owing to the financial depression, the supply of transportation has exceeded the demand. There will probably be no difficulty in the speedy shipment of all the flour to this port from the United States that can be sold here. (Jan. 4, 1894.)

*Hull.*—The whole of the American flour trade from New York is carried by the Wilson Line (British) of steamers, which are cargo boats simply, although they occasionally carry passengers. This is a fact which precludes the idea of a much lower rate of freight. In all other respects there is every reason to be satisfied with the conditions under which the trade is conducted. The shipping facilities are all that can be desired, and there is ample warehouse and shed accommodation for cargoes of flour and wheat. The Messrs. Wilson quote through rates from America, and a considerable quantity of the flour which they carry is destined for Norway and Sweden and other places on the Continent. The shipping facilities being in every respect favorable and the dock accommodations excellent, the outlook for the trade is eminently satisfactory. The steamers of the Wilson Line run regularly, and are well adapted to the Atlantic trade. (Jan. 27, 1894.)

*Belfast.*—Shipping facilities are very good and probably not excelled by any other port in the Kingdom outside of Liverpool. There is at present one line of steamships (the Lord Line) owned here which is devoted almost exclusively to the carrying of flour and provisions from the United States, while other lines owned here have occasional charters for some of their steamers for cargoes of flour. At Londonderry, from which point the northwest of Ireland as far as Sligo largely draws its supply, the shipping facilities are equally good, as Glasgow and Liverpool lines of steamships touch at Moville (some 16 miles from Londonderry) weekly or oftener, while ships laden with wheat and flour from the Pacific Coast of the United States discharge their cargoes at the ample and convenient quays of that city. (Feb. 6, 1894.)

#### GREECE.

*Athens.*—All goods imported from the United States must, for want of a direct line of steamships, come via British, French, German, or Italian steamers and be transhipped once or twice before reaching a Greek port, at very heavy freight rates, considerable damage to goods, and much loss of time. As the Greek markets are too small for full cargoes of perishable goods, no one would ever try the experiment of bringing a full cargo of flour. (Feb. 24, 1894.)

#### ITALY.

*Genoa.*—There are two regular lines of steamers, the Hamburg-American Packet Company and the North German Lloyd Company, plying now between the ports of New York and Genoa. There are also many freight steamers and sailing vessels constantly plying between the ports of Genoa and the different ports of the United States. The records show that in the year 1893 ninety-seven bills of health were issued at this consulate to vessels clearing this port for the United States. (Feb. 22, 1894.)

*Leghorn.*—Shipping facilities are very good, but no steamship company except the Anchor Line (British) seems inclined to make Leghorn a direct port of arrival and departure from and to the United States. Even the steamers of the Anchor Line run very irregularly, to the discomfiture of the shippers, who are sending their shipments from here to Genoa for transshipment to the United States. In some instances, however, shipments are sent to Liverpool by English steamers, and thence transshipped to the United States. (Feb. 21, 1894.)

*Palermo.*—The facilities for shipping from the United States to this port are good. Fruit steamers leave the principal ports nearly every week, sometimes returning here almost in ballast. A fair cargo would insure their returning directly here. (Feb. 21, 1894.)

*Rome.*—The facilities for shipping from the United States to Italy are good—by the Hamburg-American and North German Lloyd steamship lines weekly from New York and by the Italian steamship line, the Navigazione Generale Italiana. (Feb. 19, 1894.)

*Messina.*—There is no direct line of communication between the United States and Messina, but the steamers of the Navigazione Generale Italiana and those of the North German Lloyds accept shipments from New York for Messina on through bills of lading. The steamers of the Phelps Line (British) go from Catania, Messina, and Palermo direct to Boston and New York, but on their eastward trips touch at numerous ports both in the Mediterranean and Black seas before reaching Sicily. (Jan. 15, 1894.)

*Salerno.*—The foreign commerce is carried on almost exclusively by English steamers, which import coal, American cotton, and grain from the Black Sea. (Jan. 31, 1894.)



*Castellamare.*—Direct commerce is carried on with the ports of the Black Sea, Tripoli, Tunis, New York, Philadelphia, Bangor, Me. (shooks for orange and lemon boxes), Buenos Ayres, Rangoon, etc. (Jan. 31, 1894.)

*Catania.*—From winter to spring there are plenty of English vessels here to take cargoes of green fruit to the United States. These vessels very seldom find return cargoes, and are therefore compelled to return in ballast, save when they go to load at New Orleans or Savannah, which happens very seldom. In view of this condition of affairs, steamers to take grain from the United States to Italy should be easily found, and at reasonable freight rates. (Feb. 10, 1894.)

#### MALTA.

*Malta.*—There are various ways of shipping goods from New York to Malta, principally via Liverpool; but there is no direct communication. When direct and frequent steamship communication between American and Mediterranean ports, touching at Malta, is established, American wheat flour will not only find a ready sale here, but will at once dominate the market. (Apr. 14, 1894.)

#### NETHERLANDS.

*Amsterdam.*—The Red Star Line to Antwerp, the Netherlands-American Steam Navigation Company to Rotterdam and Amsterdam, and the North American Transport Line (British) to Rotterdam afford the chief facilities for shipment from the United States to this port. (Apr. 20, 1894.)

#### NORWAY.

*Christiania.*—It is impossible to give the exact import of wheat flour from the United States, because it is, as a rule, brought by steamers from the United States to Hamburg, and thence reshipped to this country. Consequently the whole cargo is registered by the customs officers as German, although a large part of it may be American products. Very small quantities are carried by the two direct lines between New York and the southern part of Norway—the Scandia (German) and the Thingvalla (Danish)—as their freight charges are higher than shipments via Hamburg. (Feb. 12, 1894.)

#### PORTUGAL.

*Fayal.*—There are two lines of steamers—four steamers—running between Portugal and New York via the Azores. There is also a bark owned in Boston running between that port and the Azores. (Jan. 18, 1894.)

#### RUSSIA.

*St. Petersburg.*—The facilities for shipping from the United States to this port (St. Petersburg) are good. It is unfortunate, however, in this respect, that there is no direct freight line from the United States to Russia, goods having generally to suffer transshipment at Hull. There is no local reason, however, why freight vessels from the United States should not come direct, as the port facilities here are excellent. For example, when the American relief ship *Leo*, drawing about 20 feet of water, came to St. Petersburg in the summer of 1892, she laid down her cargo at New Port, where the railway cars were waiting to transport it to different points in the interior. (Jan. 7, 1894.)

*Helsingfors.*—There is a line of steamers from Boston and New York direct to Hull, called the Wilson Line (British), and regular communication from Hull to Helsingfors, Hango, and Abo by Finland steamers leaving Hull every Saturday. (Jan. 24, 1894.)

#### SWEDEN.

*Gothenberg.*—There were no facilities for direct shipment from the United States to Gothenberg except by sailing vessels until 1893, when a direct line of steamers—the Scandia Line (German)—was established between Stettin and New York, the steamers calling here twice a month on their trips between said ports. The absence of direct and regular steamship communication between the United States and this port has, in my opinion, been one obstacle in the way of the extension of trade in American wheat and flour in Sweden, as the transshipment, agent's charges, etc., have a tendency to increase the price of the product. (Feb. 28, 1894.)



## SPAIN.

*Barcelona.*—On the whole, there seems to be no growing need of a direct line of steamers between the ports of Spain and the United States, and therefore it seems likely that for some years to come the exchange of commodities between the United States and the northern part of Spain will be via Liverpool and Bordeaux; between the United States and the eastern part of Spain, via Bordeaux, Marseilles, and Habana; and between the United States and the southern part of Spain, via Habana. (Nov. 22, 1893.)

*Carthagen.*—No facilities for shipping from the United States to our ports exist. The small quantities of American goods which come to this district and to the Spanish Mediterranean ports in general are received via London or Liverpool. The high freights and the expenses of transshipping, etc., make it impossible for American goods to compete with those of European countries. (Jan. 21, 1894.)

*Grao.*—There is no direct steamer communication between the United States and this port, and transshipments via Great Britain or France increase the prices. The principal obstacle is a want of direct steamship communication which would convey small quantities for the introduction of American products. Until these are better known here, American exporters might keep a certain stock of their goods in the Marseilles or Algiers docks to supply the Spanish demands. (Jan. 23, 1894.)

*Malaga.*—The facilities for shipment from the United States are very much restricted, there being no direct lines of steamers from the United States to this port. Most American goods arrive here via England. (Jan. 24, 1894.)

*Santander.*—Enough freight accommodation is offered by the *Compañia Transatlantica* from the United States; it is seldom accepted. (Feb. 2, 1894.)

## TURKEY.

*Constantinople.*—Conveyance of goods at through rates from the United States to the Dardanelles is made by the steamers of the French *Messageries Maritimes*, the *Fraissinet*, and the Italian *Florio Rubattino* companies. (Feb. 13, 1894.)

The shipping facilities from the United States are very unfavorable. There being no direct line of steamers, all goods must be transshipped, which causes delay and increases the charges for freight. (Mar. 20, 1894.)

*Beirut.*—The *Faber* line of steamers via Havre and Marseilles, as well as the *Messageries Maritimes de France* and the English *Knott's Prince* steamers, via London and Liverpool, secure advantageous shipping facilities from the United States to Syria. (Feb. 24, 1893.)

## II.—ASIA.

## CHINA.

*Hongkong.*—There are three lines of steamships from the United States, two from San Francisco, and one from Tacoma. The Canadian Pacific mail steamers from Vancouver also take freight from the northern Pacific ports of the United States. (Feb. 1, 1894.)

*Ningpo.*—I am of the opinion that a good direct carrying trade can be done, as one-ninth of all the tea imported into the United States is Ping Suey, every pound of which comes from this district, and that trade forms only one-half of the exports of tea to the United States from Ningpo. Add to this the silks, mattings, hats, etc., all of which are shipped via Shanghai, and good homeward cargoes are in sight. At present all imports of flour are received from Shanghai. In this consular district there are from 25,000,000 to 35,000,000 people, and it is one of the richest and most fertile sections of China. If our merchants took as much trouble to extend their trade in China as they do in some other parts of the world they would in a few years meet with much better results, financially, than they are now doing. The people are willing and ready to buy, providing the merchandise is cheap and good. (Mar. 26, 1894.)

*Peking.*—The shipping statistics for 1893 show that England maintains her supremacy, having more than two-thirds of the total tonnage of the trade with China. English vessels to the number of 19,365 having an aggregate tonnage of 19,203,973 tons, entered and cleared in 1893. China came next, with 6,572,418 tons, counting vessels of foreign type only; Germany third, with 1,508,015 tons; Japan fourth, and Austria fifth. The United States rank tenth on the list, having 63 vessels entered and cleared, with a tonnage of 78,175 tons. (Apr. 26, 1894.)

## INDIA.

*Calcutta.*—The facilities for shipping from the United States are good, and are afforded by numerous lines of steamers from Great Britain for the Atlantic and several lines of steamers to Hongkong and the Chinese ports, where goods are trans-



shipped to or from the Pacific coast. There is also much trade done in sailing vessels direct. All this freight goes into the pockets of English owners, masters, and seamen. American ships have practically disappeared from these waters. (Feb. 7, 1894.)

## JAPAN.

*Nagasaki*.—Shipping facilities from Portland, San Francisco, and Victoria are good. (Mar. 6, 1894.)

*Hiogo*.—The facilities for shipping from the United States are ample, both by sail and steam. (Jan. 31, 1894.)

## JAVA.

*Batavia*.—The shipping facilities from Pacific ports are by steamer or sailing vessel, via Hongkong; from Atlantic ports, either direct by steamer or sailing vessel or via England per steamer. (Feb. 20, 1894.)

## PERSIA.

*Bushire*.—Goods reaching Bushire from the United States by steamers are transshipped at Liverpool and Bombay, or they may be transshipped at Cardiff, Newport, or London into vessels of the Anglo-Arabian and Persian Steamship Company and the Persian Gulf Steamship Company, which run direct from England to the Persian Gulf. (Dec. 25, 1893.)

## SIAM.

*Bangkok*.—If the trade between the United States and Siam has not reached its proper proportions, the fault lies principally with American merchants, who have made no effort to introduce their goods into this market. As the total imports of Siam, as declared by the customs, amount to about \$10,000,000 annually, it is a market well worth the consideration of the American merchant. The shipping and consequently the trade of this port are almost entirely in the hands of the British; indeed, something like 85 per cent of the carrying trade is in their hands, Germany following with about 8 per cent, the other 7 per cent scattering. But three American vessels have been in these waters for over a year, two of these being men-of-war and the third a small sailing ship from the coast of China. (Nov. 2, 1893.)

The principal portion of goods shipped from the United States comes via Hongkong, where it is transshipped for this port; some, however, comes via Singapore, where it is also transshipped. (Feb. 2, 1894.)

The Pacific coast line of Asia provides numerous illustrations of business for which steamers flying the United States flag could compete with the hope of fair reward if our shipping interests ever experience that revival for which all Americans are longing.

The Siamese shipping returns show that during the year 1894, 516 vessels entered the port of Bangkok, but not one of these was American. Of these 516, over 70 per cent, or 371, were British, while the remainder consisted of 62 German, 55 Norwegian and Swedish, 10 Italian, 9 Dutch, 6 French, 2 Siamese, and 1 Danish. Of 516 vessels, 476 were steamers and 40 were sailing ships. Of the former, 405 came with cargo and 71 in ballast; of the latter, 33 were with cargo and 7 in ballast. Sailing ships were mostly in ballast, because they were generally sent here to carry teak to Europe, and incoming cargoes seldom come otherwise than in steamers.

That this trade is worthy of the effort made by British companies to control it is shown by the fact that the total value of cargoes imported in the 412 laden vessels was \$17,083,456, or an average of \$41,464 to each vessel; and of this total of \$17,083,456, British bottoms carried \$14,787,742, or, approximately, 80 per cent. The average value of cargo in steamers alone varied from \$47,242 in British bottoms to \$1,654 in French, while the Norwegian and Swedish averaged \$29,530; German, \$24,406; Dutch, \$16,405, and Italian, \$5,889.

The total tonnage was 414,583, or an average of about 800 tons for each vessel.

Taking into consideration the fact that Bangkok is not located on what may be termed the regular route of traffic between China and Europe, and that vessels only pass through its harbor to load or unload there, the record of shipping for one year is not bad, and shows that Bangkok is a port of considerable commercial importance. It is not an unusual thing to see in one day a dozen steamers in the Menam, which flows through Bangkok. The majority of them are cargo boats, but they have accommodations for passengers.

Bangkok is one of the many Oriental ports that would furnish cargoes for American vessels if our shipping interests ever regain the hold in this part of the world which they once possessed. There was a time when our vessels were seen in this harbor as frequently as those of any other nation, and it is to be regretted that the "good old times" have not been revived.



The French and Germans are striving to secure a larger share of the carrying trade, but the older British lines seem to be working with equal vigor to hold the field. Although the present monopoly may maintain its sway for some time to come, it does not stand to reason that it can retain the bulk of a rich business permanently against competition.

As has been urged and suggested in some of my preceding reports, there is an opportunity for the development of our commercial interests here and in other and greater Oriental ports, if the right methods are used and proper energy and persistency are displayed. (July 8, 1895.)

### III.—AFRICA.

#### ALGERIA.

*Algiers.*—Shipping facilities with the United States are not good, owing to the lack of direct communication. Except the steamers of the Hamburg Packet Company and North German Lloyd, which call at Algiers twice a month from November to May, no regular steamship lines ply between the American and Algerian ports. Goods to or from the United States are generally shipped in transit via Marseilles, Havre, Liverpool, London, Antwerp, or Hamburg. (May 8, 1894.)

#### EGYPT.

*Cairo.*—Should shipments of flour be made from the United States to Egyptian ports they would necessarily be in chartered vessels, as there is no direct line of communication between the two countries. (Jan. 11, 1894.)

#### MADAGASCAR.

*Tamatave.*—Shipping facilities are gradually growing better. There are now three main steam routes, viz: (1) New York to Liverpool, via Cunard or White Star lines; Liverpool to Cape Town, via Shaw & Saville Line; Cape Town to Tamatave, via Castle Line, every four weeks. (2) New York to Cape Town, via Norton & Son's South African Line; Cape Town to Tamatave, via Castle Line, every four weeks. (3) New York to the Mediterranean, via Marseilles and Brindisi, thence to Tamatave, via Messageries (or Suez) Maritimes Line, monthly. (Apr. 11, 1894.)

#### MOZAMBIQUE.

*Mozambique.*—Trade in Lorenzo Marquez during the year has been fair, and up to October 1 several vessels, two of which were American, arrived from the United States with general cargoes. A considerable quantity of American goods has also arrived through the new line of steamers from New York to the Cape. This line is much appreciated. Consular Agent McIntosh, of Lorenzo Marquez, writes that now they can order as much or as little at a time as they want from the United States and be sure of getting it by a certain date, instead of having to order large quantities months ahead and never knowing when they would arrive. This steam line does not seem to have affected the sailing vessels, and the latter will probably be always in demand to carry oils and other goods that do not stand transshipment well, such as lumber and heavy and bulky articles. (Dec. 30, 1893.)

#### SIERRA LEONE.

*Sierra Leone.*—Direct shipping is by sailing vessels from New York and Boston and indirect by steamer via Liverpool. (Jan. 17, 1894.)

#### SOUTH AFRICA.

*Cape Town.*—Shipments can be made by sailing vessels or by a direct line of steam ships from New York. Goods for the interior are landed at Cape Town, Port Elizabeth, East London, or Natal, and transported thence by rail to destination. (Mar. 12, 1894.)

There is a line of direct steamers (British) from New York to this port (Norton & Sons, New York agents), and they are all crowded with American goods. The reduction of the wool tariff will largely increase the shipping business between the United States and South Africa, as wool is extensively exported. (May 10, 1894.)

#### ZANZIBAR.

*Zanzibar.*—Four or five sailing vessels arrive each year from the United States. Shipments can be made by steamer to Aden, there transshipping for Zanzibar; or to Cape Town, and there transshipping for Zanzibar; or via Marseilles, Hamburg, or London. (Mar. 27, 1894.)



## IV.—AUSTRALIA AND PACIFIC ISLANDS.

*Sydney.*—There are two steamship lines making monthly trips from the Pacific coast—one from San Francisco and the other from Vancouver—which furnish convenient transportation. Sailing ships of good class are always ready to receive charter. Freights are ruling low. (Apr. 10, 1894.)

## NEW ZEALAND.

*Falkland.*—The facilities for shipping from ports in the United States to New Zealand are generally favorable. Throughout last year an average of one sailing vessel a month arrived in New Zealand waters from New York, and a steamer every four weeks from San Francisco. It will be seen by the number of vessels engaged in the freight and passenger trade between this country and ports in the United States that the shipping facilities are ample at present. I regret to say, however, that there are more vessels thus far this year in the American-New Zealand trade than can find profitable employment. There are few passengers traveling between the colonies and the United States. The falling off in this respect is, of course, largely attributable to, if it is not altogether caused by, the financial crisis which has affected and is still affecting the Australian colonies—New Zealand alone excepted. There is still a good trade between New Zealand and the United States, but since flax and kauri gum, which constitute the principal articles of export to the United States, have fallen not only in price but in demand, it is very difficult to find return cargoes for vessels engaged in this trade. Nor is there any chance for improvement in the situation until business generally assumes a more satisfactory aspect in the United States.

While on the subject of shipping facilities it may be proper to note here that it is more than probable the present mail service, which is performed by an American line, may be withdrawn at the expiration of the existing contract with the New Zealand government, which terminates in November next. The colonies generally are disposed to favor the Vancouver route, partly from patriotic motives, but largely in consequence of the indifference manifested by our people as to the fate of that long-struggling enterprise, the San Francisco line. That the San Francisco route is the shorter of the two, and necessarily the most popular, goes without saying, but even these natural advantages will not save it unless greater monetary assistance is forthcoming soon.

The Canadian government subsidizes the Vancouver route to the extent of £25,000 annually, and the government of New South Wales gives £10,000. Victoria is prepared to contribute also, upon condition that the vessels call at Melbourne, which, no doubt, they will do in due time. The Imperial Government is in full sympathy with the new undertaking, and is constantly being importuned for assistance by the friends of the new line, and with every prospect of success. It therefore requires no great foresight to see that, with the reduction of fares and freights, which is the inevitable outcome of opposition, coupled with all the other elements that are arrayed against the present American line, it is only a matter of time when it may be compelled to abandon the struggle.

It is well known that the Canadian Pacific people are the prime movers in the establishment of this new line. It is, of course, quite clear what their objects are. They speak out frankly, or at least their agents do, and say that they are bidding for the Pacific passenger traffic—not for a share of it, but for the whole.

This avowal on the part of the Canadian Pacific Railway Company ought to open our eyes to the great danger that threatens our commerce in the Pacific. Should the Australasian trade, including also Samoa, Fiji, and perhaps a large, or at least a considerable, percentage of the Hawaiian trade be diverted to Vancouver, it will mean a serious loss to San Francisco as a commercial center, and also to the many railroads leading from the Pacific Coast to the Eastern States.

New Zealand alone of all the colonies is the only one that has always favored the San Francisco route. But even this colony, I regret to say, is now disposed to favor a connection at Fiji with the Vancouver line, which means, of course, that it will discontinue the subsidy of about £13,000 per annum which it now pays to the San Francisco line. I have of late observed the gradual development of this adverse sentiment against the San Francisco service. The president of the Auckland Chamber of Commerce, in the course of his recent annual address, recommended the establishment of a fast service to connect with the Vancouver route at Fiji, which in substance meant the abandonment of the San Francisco line. This recommendation was the outcome of a feeling among the people that they had been contributing for years to the American line without receiving adequate returns. In other words, they paid dearly for the maintenance of the line, while the people of the United States reaped the benefit.



The trade between these colonies and the United States can not be ignored, as it is increasing year by year and is capable of great expansion, if we only make an effort to cultivate their tastes and learn their necessities, and I know of no surer or better way to do this than to establish frequent, satisfactory, and uninterrupted communication.

That the great railway lines and the commercial interests of the Pacific Coast generally must sustain a serious loss should the present mail service be abandoned admits of no argument. I therefore feel that I am justified in referring at length to this subject, hoping it may serve as a timely warning, and thereby avert the dangers that threaten the existence of the San Francisco-Australian mail service. (Mar. 1, 1894.)

#### FALKLAND ISLANDS.

*Fort Stanley.*—Shipping facilities are good via Great Britain. Sailing vessels come here direct. (Feb. 20, 1894.)

#### PHILIPPINE ISLANDS.

*Manila.*—Occasionally a sailing vessel leaves San Francisco to load outward at a Philippine port, and it often finds it convenient to take flour in lieu of ballast. Such imports would be credited to the United States, but almost every sack of flour that finds its way to these islands is transshipped at Hongkong into local steamers, and the customs statistics credit the import to China. (Feb. 7, 1894.)

#### SAMOA.

*Apia.*—The facilities for shipping from the United States to this country are good—steamers every four weeks and sailing vessels three or four times a year. (Apr. 24, 1894.)

#### V.—SOUTH AMERICA.

##### ARGENTINE REPUBLIC.

*Buenos Ayres.*—It is not by these means alone, if at all, that we can expect to divide the Argentine trade more equally with the commercial nations of Europe. They already have too much the advantage of us for us to gain much by such expedients. During all the years since the Argentine Republic became a nation they have been, consciously or unconsciously, preparing to monopolize its trade. They have established and have now in operation all the facilities and appliances for doing so.

(1) They have their numberless lines of steamships running to and from the River Plate. There is scarcely a day in the week that a steamer from some European port does not arrive at Buenos Ayres, and thus the receipt of merchandise can be counted on here to a day. The stimulus and impetus which these constantly arriving and departing steamships give to trade is incalculable. In this age of the world sailing vessels are no longer employed except for the heaviest freights, such as coal, lumber, salt, crude sugar, wines, kerosene, or heavy machinery. Everything in the hardware, the grocery, or the dry-goods lines intended for the Buenos Ayres market now comes by steamers, and the merchant who gives his order by cable to his agent in a European port knows that it will be filled and delivered here within twenty-five or thirty days.

(2) The advantage which steam communication gives to European manufacturers and wholesale houses in their trade with the River Plate is supplemented and enhanced by the fact that the mercantile firms in the importing business here are, as a general thing, branches of established houses or manufacturing companies in the business centers of the Old World or they are their sole and immediate agents, and by a long course of trade now have their confidence and their business. They are thus enabled to obtain their goods at times and in quantities to suit their requirements, accompanied by the most favorable terms and credits.

(3) Another and most decided advantage which Europe enjoys is its extended banking and exchange facilities with the River Plate. The value of these in the general conduct of trade can hardly be overestimated. The business of exchange, collecting, remitting, and furnishing the needs of trade is a most important element in the details of reciprocal commerce, and in its way contributes quite as much to its success as rapid and reliable transportation. Here in Buenos Ayres Great Britain has five banks, France has one, Italy has two, Spain has one, Germany has one, Brazil has one—all doing a general business in discounting bills, making loans, attending to collections, receiving deposits, issuing bills of exchange, giving letters of credit, transferring funds, receiving goods on bills of lading, etc.

By these sure methods have the leading nations of Europe laid the foundations of a fixed and permanent trade with the Argentine Republic. They are prepared to



handle its foreign commerce with certainty and dispatch, and at the same time with a profit to all through whose hands it passes. This has been considered by them as a matter of more importance than mere panegyrics on the excellence or superiority of what they may have to sell; for they argued, and argued correctly, that if the people of another nation have a demand for any particular article of merchandise or manufacture they will buy it—even though it may be perhaps inferior—where they can procure it with the greatest facility and receive it in the quickest time.

It would be well if in these respects the United States could follow the example thus set them. Until we do, our commercial relations with the River Plate must remain in a great measure as they are. In all the years that we have been striving for the trade of the River Plate we have made but little provision for obtaining it. Until we do, we will merely continue to send down here only such articles as can not be procured elsewhere. We can not expect to come into a large business with this country by finding out the invoice prices of goods shipped from Europe and thinking to duplicate them. We should have close and frequent intercommunication with the Argentine Republic by means of regular lines of steamers; we should have distinctive American business houses in Buenos Ayres; we should have more satisfactory banking facilities; and, with all, we should give the Argentine Republic a less restricted market for its products in return for our own.

The people of the River Plate have so often been promised (and have so often had the promise fail) a steamship line under the flag of the United States that they have pretty much lost all expectations of the accomplishment of such an enterprise. A year ago they were rejoicing in the arrival of a steamship or two belonging to the New York and Brazilian line direct from New York, but the subsequent failure of the company put an end to its good intentions. Since then Messrs. John Norton & Sons, of New York, well-known South American shippers, have had the enterprise to organize a line of chartered steamers under the British flag, which have been making monthly voyages from New York. A company owning the "Prince Line" (British) has also been sending steamers down here during the last few months and more recently steamers of the Lamport & Holt Liverpool Company (British) have been making trips from New York to this port. If any or all these lines can be kept up and will make return voyages, with provision for passengers, to the United States, we shall no longer have reason for complaint, even though they may not be under our flag. What the trade needs and requires, however, is a feeling of assurance and reliance that this communication is not a mere temporary expedient, but that it will be permanent and regular. With this accomplished, perhaps the other prerequisites to the increase of American trade with the Argentine Republic may follow in time. (Dec. 30, 1893.)

#### BRAZIL.

*Para.*—The shipping facilities from the United States to this place are ample and good. We have from two to three steamers, mostly English steamers, and one American sailing ship per month. (Apr. 18, 1894.)

*Pernambuco.*—There is no American line of steamers plying between the United States and Brazil. The following lines do the carrying trade, viz: Lamport & Holt, Red Cross, Booth, Prince, and Sloman's. The first four are English lines, and the last flies the German flag. (Apr. 10, 1894.)

*Rio de Janeiro.*—The facilities for shipping merchandise in general from the United States to this port consists of several lines of steamships and sailing vessels. \* \* \* Brazil is conspicuous for more importers, probably, than any other nation, comparatively speaking. Nearly 90 per cent of the Brazilian dealers with the interior and shopkeepers in the first-class ports are importers, direct or indirect, through local commission houses or through agents of foreign commission houses and manufacturers, the reason for this being that the import duties are very high (being the principal source of revenue for the Government) and the wholesale merchant, counting his profits not only from the cost of the goods, but also from the amount of duties paid in importing direct, not only saves the latter profit, but also the greater part of the former. It is thus that stocks of goods here are smaller in proportion than they are elsewhere, as these merchants only import just enough for their probable requirements for a certain period, first, because the majority of them have only limited capital at their disposal, which will not permit them to accumulate large stocks, and second, because merchandise of almost any kind will deteriorate quickly on account of the hot and damp climate. It will therefore be easily understood that these merchants have to replenish their stocks often and with the least possible delay. The generality of merchandise, however, can not be ordered by cable, there being so many details to be noted. The order, therefore, has to be transmitted by letter, and when the merchant makes an order he wants his goods, for the reasons explained, as quickly as possible. He will make his selections from catalogues or samples in his possession or at the local sample rooms according to qualities and prices, and finally ask when he can have the goods. When it is a question of English or continental merchandise, he will receive the answer that there will be an



outgoing mail in one to five days, the letter will arrive in Europe in seventeen to twenty days, a month will be required for the execution of the order, and a month for the passage of the steamer bringing the goods. In three months, at the outside, the Brazilian merchant has replenished his stock with English or continental wares.

Quite different is the case when it is a question about American goods. In the first place, there is no line of mail steamers, properly speaking, between these two countries, and the cargo steamers carrying mails to the United States have no certain days of departure; nor do they make a determined number of trips, often departing a week or more later than the day advertised. When at last these steamers have started on their voyages they invariably call at some of the other Brazilian ports, where the delay is sometimes as long as a week at a single port, and finally arrive in the United States in from twenty-five to forty days. Counting the time from the day for which their departure was advertised, the time extends from thirty-two to forty-five days. The order is then executed in the United States, let us say—in the same time as in Europe—in a month; then the manufacturer's attention is directed toward shipping opportunities, which he will find under circumstances equal to those described, and the goods will require the better part of six weeks, and often even more, to reach here. Thus, where an order required at the outside three months to be executed from Europe, the order for American goods is executed with the greatest of difficulties in four or five months. But this is not all, for before goods are ordered connections have to be made, questions asked and answered, and many details arise which make additional correspondence necessary. While nine questions and answers can be exchanged with Europe in one year, only four questions and answers can be exchanged with the United States during the same period. The state of affairs is even worse, if anything, in the northern parts of this Republic. From what has been said it will astonish nobody that American trade, with the exception of articles for which this country is to a great extent dependent on the United States, has increased no more in proportion since the existing reciprocity treaty was made between the two countries than the trade of other countries during the same time; the import of wheat, it may be said, has ceased altogether, for while the import of American wheat was 455,756 bushels in 1890 that of 1893 was only 10,635 bushels, against 1,780,027 bushels from the Argentine Republic.

The only solid basis possible between the United States and Brazil is to bring the two countries closer together through rapid mail communication and ampler shipping facilities, without which all efforts on the part of Americans to gain some of the trade now done by other countries will be in vain. Great Britain has two powerful lines of steamers carrying mails in seventeen to nineteen days and two important lines of cargo steamers running to this country. France has a fine line of mail steamers, also carrying mails in seventeen to nineteen days, and two powerful lines of cargo steamers. Germany has two lines of cargo steamers, forming in themselves a numerous fleet. Italy has two lines of rapid steamers, making the voyage in from fourteen to sixteen days. The United States has actually two lines of sailing vessels trading to this port, making average voyages of from fifty to sixty days. \* \* \* This state of affairs is even worse in the northern ports, especially in Ceara, Maranhao, and, to a great extent, at the Amazonas ports, where there are no special flour merchants, but merchants dealing in a variety of merchandise, and who do not care to cable for the small lots of flour they require from time to time. To these the monthly mail communication is of great disadvantage in their transactions with the United States, while, on the other hand, the important cities of Bahia and Pernambuco are not much better off. (Feb. 6, 1894.)

*Santos.*—The facilities for shipping goods from the United States are good, as there are many steamers and sailing vessels plying regularly between this port and the ports of the United States. (Mar. 8, 1894.)

#### DUTCH GUIANA.

*Paramaribo.*—Steamers and sailing vessels afford shipping facilities between Dutch Guiana and the United States. Flour is brought here principally by sailing vessels. (Feb. 13, 1894.)

#### ECUADOR.

*Guayaquil.*—Nearly all the flour—in fact, it may be said all—imported from the United States is shipped from San Francisco by sailing vessels and steamers direct to this port. The time occupied by a sailing vessel in coming here from that port is from forty to fifty days, but they have arrived here in as short a time as twenty-eight days. By steamer the cargo would reach here in about twenty-five to thirty days, all depending on the connection made at Panama, where the cargo must be transferred from the American steamers to those running from Panama to Valparaiso and calling here en route. The freight on flour by sailer from San Francisco is from \$6 to \$10 per ton; by steamer it is \$7.50 per ton if over 100 tons, or \$10 per ton on shipments under 100 tons; from New York per steamer, via Isthmus of Panama, the freight is 1 cent per pound. (Jan. 24, 1894.)



## PARAGUAY.

*Assumption.*—The facilities for shipping are also deficient. There is a British line of steamers running from New York to the River Plate, and its steamships arrive only once a month, so that many find it convenient to send goods from the United States to this part of the world via Europe. A merchant vessel looks for the success of her trip, to a great extent, on what she can secure here for return cargo. A merchant vessel coming to the River Plate would now be likely to carry back to the United States a cargo of wool, but the tariff on wool in the United States is so great that few business men have cared to pay it. About thirty ocean steamers enter the mouth of the River Plate every month, but none of them fly the American flag. (Mar. 24, 1894.)

## PERU.

*Callao.*—I must prelude by stating that the once important commerce of the United States in the countries of the Pacific coast of South America has dwindled to proportions incompatible with the magnitude of American industries, and that Germany, England, and other European countries have in the meantime pushed their interests in these parts with striking success. In substantiation I need but draw attention to statements from the newspaper *El Porvenir*, of Callao, relative to the operations of the custom-house at this port. The first shows 11 policies from Germany, 16 from England, and 4 from the United States on February 10, 1894; the second, 28 from Germany, 11 from England, and 3 from the United States on February 14, 1894. What percentage of the loss of this trade is attributable to the economic policy which has prevailed in the United States the Department of State can best determine. The failure of the American people and Government to provide easy, cheap, and quick transportation for mails, freights, and travel must, however, be largely accountable for this condition. In these days commerce moves with steamships or railways, and as long as the United States does not provide them the European steamship lines to Colon and around Cape Horn will take to Europe the trade of that region of South America which nature has placed within easy grasp of the American people. A glance at the map shows that the Atlantic coast countries of South America are closer, perhaps, to Europe than to the United States. This justifies the preponderance of European commerce in those countries. On the Pacific coast of South America the geographical position is reversed. Lima, the capital of Peru, for example, is on the same longitudinal line as Washington city. It and its seaport, Callao, whence a railway line pierces the Andes and descends toward the boundless valley of the Amazon, are distant but 1,600 miles from Panama. It takes the Columbian Line steamers but six days to carry the United States mails, freights, and passengers from all the States east of the Rockies from New York to Colon. In less than four days steamers could go from New Orleans to Colon. Obviously the general trade interests of our country would seem to suggest the dispatching of the mails, freights, and passengers from the Eastern States as at present, by the Columbian Line from New York to Colon, and the mails, etc., from the North, West, and South via New Orleans. This change would greatly improve communication with these South American countries and vastly benefit our general trade. San Francisco mails are carried by rail to New Orleans in less than five days. As steamships can go from New Orleans to Colon in less than four days, it follows that San Francisco fast mails could be conveyed that way to Panama in nine days. It now takes the San Francisco mails twenty-two days to reach Panama by the Pacific Mail steamers.

The following table of distances will best illustrate the foregoing:

|                                         | Miles. |
|-----------------------------------------|--------|
| Callao to Colon .....                   | 1, 600 |
| Colon to New Orleans .....              | 1, 370 |
| Total .....                             | 2, 970 |
| Callao to Colon .....                   | 1, 600 |
| Colon to New York .....                 | 2, 026 |
| Total .....                             | 3, 626 |
| Callao to Panama .....                  | 1, 560 |
| Panama to San Francisco .....           | 3, 000 |
| Total .....                             | 4, 560 |
| Callao to Colon .....                   | 1, 600 |
| Colon to principal European ports ..... | 5, 500 |
| Total .....                             | 7, 100 |



The difference in favor of United States ports is seen at a glance. With an enterprise worthy of imitation some seventy European steamers ply regularly between European ports and Colon. Among these a Liverpool line has steamers which on their return trip stop at New Orleans to complete cargo, but which on their way out do not stop at New Orleans. The effect is obvious. New Orleans, the nearest American seaport, which is the natural outlet of the great valleys of the Missouri, the Mississippi, and the Ohio, is left undisturbed in its strange isolation from the South American countries on the Pacific Ocean. Confining myself to Peru in a brief reference to the unlimited resources of this coast, I will simply say that sugar-cane lands of Peru, not the best, as I have been reliably informed, give the enormous yield of 9,000 pounds of sugar per acre. The uncultivated areas capable of producing sugar cane are limited only by the supply of water to irrigate them. Cotton, coffee, rice, etc., likewise offer the most tempting results. In minerals, petroleum, salts, etc., Peru has other immense undeveloped resources. When it is borne in mind that these riches are in a clime as mild and genial the year round as the famed climate of the Mediterranean coast of France some idea can be formed of the value of the trade that this country offers to American industry and enterprise. What should be done by the United States to acquire the trade of Peru and other countries on the Pacific coast of South America? In my opinion the first thing to be done is to practically demonstrate to these countries the advantages of close commercial intercourse with their North American neighbors by giving them easy and cheap transportation. The present means of communication with the United States are:

(1) The three steamships of the Columbian Line, making three trips per month from New York to Colon, carrying the United States mails, and covering a distance of 2,026 miles in six days. (2) The six Pacific Mail Line steamships plying between San Francisco and Panama, and covering a distance of 3,000 miles in twenty-two days. (3) The line of steamers sailing from New York around Cape Horn, lately established by the firm of W. R. Grace & Co., of New York. This line seems already to be meeting with the success which such an enterprise in the interest of the extension of American trade so eminently deserves. These are all that I know of. Now, to convey the mails, freights, passengers, etc., coming to Panama and bound for the South American Pacific coast, there are a line of British steamships and a line flying the Chilean flag, plying between Panama and Valparaiso and intermediate ports, which cover the distance of 1,600 miles between Callao and Panama in from eight to nine days. Thus it will be perceived that, with delays in connections, it takes from seventeen to twenty days to make the entire voyage of only 3,600 miles between New York and Callao, a distance which the transatlantic steamers plying between New York and European ports make in six or seven days. It is plain, therefore, that present conditions are unfavorable to the development of trade between these countries and the United States. The European liners navigating between Colon and European ports take about nineteen days to make the voyage across the Atlantic. It is easy to see how travel from these countries could be induced to traverse the United States, and in passing see much to induce the change of trade relations. It is obvious, too, that American lines of fast steamships should be established for the Pacific coast to make closer connections at Panama. The trimonthly service of the Columbian Line from New York to Colon should be extended to a weekly service, and, for the benefit of the great central region of the United States, another weekly service should be established from New Orleans, timed to make arrivals at Colon in the intervals of the New York steamers. The near future promises new avenues of communication which deserve consideration. Already steamers run between New Orleans and Bocas del Toro, Colombia, a point only 100 miles distant from Colon. It would be an easy matter to contract with these steamers to extend their trips to Colon. It is to be considered that from New Orleans mails and passengers could be conveyed by rail to Washington in thirty-six hours, to New York in forty hours, to Chicago in thirty hours, and to San Francisco in less than five days. At Guaymas, the Mexican port on the Gulf of California, rail communication already exists with the railway system of the United States. It is also stated that a railway will soon be completed between Mexico City and Acapulco, and another to Salina Cruz, a port considerably farther south than Acapulco. The railway between Port Limon and Punta Arenas, in Costa Rica, is also in process of completion. This line will offer another route across the Isthmus, terminating at a point about as near to the South Pacific ports as Panama. It is not amiss here to observe that a steamship line between New Orleans and Port Limon has been in successful operation for some years. (Feb. 28, 1894.)

*Callao.*—In my report dated February 28, 1894, I ascribed to inadequate transportation the very small trade existing between the United States and the Pacific coast countries of South America, as compared with that of the European nations. To make clearer the necessity for better transportation, I have continued my investigations and have gathered additional data, which, I believe, will strengthen the views I expressed in said report. I have discovered no natural causes operating against



the extension of American commerce in these countries. On the contrary, the natural conditions favor it. Yet commerce is carried across the American isthmus and Gulf of Mexico, thence across the Atlantic to the distant ports of Europe. The explanation for this diversion from natural channels, to my mind, is found in the following comparisons of distances from New York and rates of travel for first-cabin passage, viz: To San Francisco, by Columbian and Pacific Mail lines, via Panama, twenty-nine days, 5,100 miles, \$120; to Callao, by Columbian and English or Chilean lines, via Panama, fifteen days, 3,362 miles, \$167; to Valparaiso, by Columbian and English or Chilean lines, via Panama, twenty-two days, 4,663 miles, \$225; to Liverpool, by Cunard steamers, seven days, 3,500 miles, \$60. It will be observed that these rates of passage from New York to Callao and Valparaiso are virtually prohibitory to the average American tourist, prospector, and commercial traveler. They must operate likewise with many South Americans who, with cheaper rates, would visit the United States and eventually form commercial relations there. These classes are the pioneers of international trade, and their absence in both regions is explained by the preceding rates. The conveyances between the United States and Colon are the Columbian Line steamers, carrying mails and departing every ten days from New York. Relying, doubtless, upon these infrequent departures, which bar competition, the European steamships plying between Colon and European ports, which occupy nineteen days on the voyage, charge passengers £40 (about \$190) for the trip. The stoppages at Callao and the waits at Panama generally prolong the voyages to thirty days from Valparaiso to New York. Add to this seven days to cross the Atlantic, making a total of thirty-seven days, and it is seen at a glance why Chilean travelers to Europe avoid the United States.

A young American, who called at this consulate recently while on his way from Valparaiso to New York, expressed chagrin at having taken the Pacific route. He stated that he could have gone from Valparaiso over the Transandine Railway to Buenos Ayres, thence to Europe, and from Europe to New York in nearly the same time and for exactly £3 more; that is, for \$15 more he could have traveled over 12,000 miles on the Atlantic side, against 4,633 miles on the Pacific side. A change in this curious condition would turn the tables, as the trip from Valparaiso to New York could easily be made in sixteen days. Adding seven days to cross the Atlantic, Chilean travelers could go to Europe via the United States in twenty-three days. From Colon to New York the voyage of 2,026 miles is made in six days; thence in seven days to Liverpool, making thirteen days from Colon to Europe, a saving could be made of six days in time and about \$75, contrasted with present conditions. New Orleans is 1,350 miles from Colon, and the voyage should be made in three and a half days; thence to New York it is forty hours by rail. South American travelers in the same time as above stated and at little more cost could, by this route, see a great portion of the United States. The same process of circumlocution with regard to South America exists in the United States, as will be observed by the following table of distances by rail:

| From—                           | Distance.     | From—                          | Distance.     |
|---------------------------------|---------------|--------------------------------|---------------|
|                                 | <i>Miles.</i> |                                | <i>Miles.</i> |
| Kansas City to New York.....    | 1,400         | Chicago to New York.....       | 850           |
| Kansas City to New Orleans..... | 940           | Chicago to New Orleans.....    | 915           |
| St. Louis to New York.....      | 1,100         | Cincinnati to New York.....    | 750           |
| St. Louis to New Orleans.....   | 700           | Cincinnati to New Orleans..... | 826           |

New Orleans is 700 miles nearer to Colon than is New York. It is the natural outlet, by our great inland water routes, for Wheeling, Pittsburg, Cincinnati, St. Paul, St. Louis, Kansas City, and other great trading and manufacturing centers. Many of these centers are nearer to New Orleans by rail than to New York. Yet, including New Orleans itself, these centers have only the angular route via New York for the transportation of their mails, travel, and freights to Colon and the west coast of South America, leaving out of consideration the still longer route via San Francisco. To quicken and cheapen transportation from all parts of the United States with this coast, a weekly steamship and mail service should be established from both New York and New Orleans, arranged to give a steamer semiweekly from these two ports and from Colon. Another American mail line of fast steamships should be established for the South American Pacific coast to operate in conjunction with the first-named lines. Quicker time and reduced rates by these lines could not fail to bring about a radical change in our trade relations with these countries, whose combined population amounts to not less than 9,000,000. I include Ecuador, Peru, Bolivia, and Chile in this calculation. (Mar. 20, 1894.)



## URUGUAY.

*Montevideo.*—Montevideo is the headquarters for the South Atlantic naval squadron of the United States. At the present time there are four men-of-war lying here—the *Charleston*, *Newark*, *Alliance*, and *Yantic*—each of them using large quantities of coal. Coal costs, delivered alongside in lighters, \$9.50 per ton. All the coal used in South America by our men-of-war, as I am informed, is sold to them from England. England has a monopoly in the sale of coal all over South America, it seems, and our entire fleet is therefore more or less dependent on England for fuel. The coal depots are in the hands of English merchants. They ask what they please, and whenever anyone from another country tries to go into the same line of business they commence cutting prices till competitors are driven off. Some years ago a French syndicate tried to establish a coal depot here. They furnished coal from the beginning at a lower rate, saying that they were making money at it; but the combination, it is claimed, ran coal down to \$4 per ton, so that it was impossible for the French company to continue, and they were forced to sell out. I do not know at what price coal could be delivered here from the United States, but am informed at a much lower price than \$9.50 per ton alongside the ships needing it. It therefore suggests itself to me that if the United States Government would establish a fixed price for coal at the various ports in South America, and oblige its Navy to buy only American coal from American firms, it would give an impulse to the American coal trade, make the American Navy independent of England's coal monopoly in these regions, and furnish freight to a regular line of ships running to South American ports, which, in time, might obtain sufficiently large quantities of other freights through regular channels of mercantile business. As things are now, the general complaint seems to be that a steamship line from the United States to South America does not pay on account of not having enough freight to ship from the United States to these ports at regular intervals. (Apr. 5, 1894.)

## VENEZUELA.

*La Guayra.*—I have the honor to report the arrival on the 20th instant of the Italian steamship *Rosario*, of the La Veloce Line, a new monthly Line between Genoa and La Guayra. The *Rosario* is the first Italian merchant steamship ever seen in this port. She has a tonnage of 2,000 net. The other ships of this line are about the same size. They leave Genoa, with passengers and cargo, on the 1st of each month, stopping at Barcelona, Malaga, Canary Islands, Barbados, La Guayra, Puerto Cabello, Savanilla, Cartagena, and Colon, returning to Genoa via La Guayra, Puerto Rico, and St. Thomas. The increasing trade between Venezuela and Europe has led to the establishing of three new lines of steamers between European and Venezuelan ports during the last year. Without doubt this is due to the decreasing trade between Venezuela and the United States. (Jan. 23, 1894.)

*Maracaibo.*—I inclose the statement of arrivals of vessels at this port during the past calendar year. Setting aside the record of the arrivals of the regular American steamers, it will be noticed that the Danish flag, as has been the case for the past few years, is the best represented. Of American sailing vessels (all schooners) of from 200 to 400 tons, there were six arrivals—one less than in 1892. It is believed, however, that in the future American sailing vessels will be rarely seen in this port, as the Red D Line of steamers from New York, which gives most excellent and regular service, has reduced its rates for freights to such an extent that it is no longer an object to charter sailing vessels on the score of economy. It is satisfactory to note that the said steamship line, the only one on this coast displaying the American flag, has, in spite of many drawbacks, continued to monopolize the carrying trade between the two countries, and by its excellent management, promptness, and exactness in complying with its obligations and its very liberal system of dealing with its patrons, has placed itself beyond all danger of competition. Various attempts have been made to drive our flag from this coast, and more than one enterprise, I am glad to say, has come to grief in consequence. The Red D management, however, has had to encounter serious drawbacks within the last two years, and at one time, owing to the diminution of mutual trade between the United States and Venezuela, in consequence of the imposition by us of duties upon Venezuelan products which hitherto enjoyed free entry, it was a question whether sufficient freight could be obtained to warrant the continuance of the very liberal methods pursued from the first by this company. Its reputation, however, was such that many European exporters, whose goods, for the causes already stated, began to be in increased demand, preferred, instead of sending them to this coast by the direct steamers from their own ports, to ship their merchandise to New York and there reload it on the vessels of the American line, the extra expense and handling being warranted, in their opinion, by the more careful and satisfactory service given. This is a high compliment to American



management, and no doubt well deserved. Naturally it was more satisfactory when the same steamers arrived here loaded to the hatches with goods of almost exclusively American manufacture and production, and when nearly every bag of coffee conveyed by them on the home trip was to be sold and consumed in the United States, giving to the Venezuelan merchants large credits in New York to exchange for our own goods; but under all circumstances it is most fortunate that in spite of difficulties the line has been able to follow its steady routine without interruption. (Jan. 20, 1894.)

*Coro.*—Every ten days we are in connection with New York by the Red D Line, whose steamers call at Curaçao and there transship cargo and mail for Coro. (Feb. 7, 1894.)

*Puerto Cabello.*—The facilities for shipping from the United States are very good. The Red D Line of steamships makes this port from New York every eight days laden with American products. A Dutch line of steamers also arrives in this harbor once a month with cargoes from the United States; besides, we have arrivals of sailing vessels. (Jan. 24, 1894.)

## VI.—WEST INDIES, MEXICO, CENTRAL AMERICA.

### WEST INDIES.

*Jamaica.*—The shipping facilities from the United States to this island are excellent. One steamship company runs regularly bimonthly and sometimes weekly steamers from New York to this port, while there are numerous "tramp" steamers. From the outports on the north side of the island there is semiweekly communication either with Boston, Baltimore, Philadelphia, or some other port. Sailing vessels are also constantly plying from this city and the outports of the island to the principal ports of the United States. (Jan. 15, 1894.)

*Santo Domingo.*—The facilities for shipping from the United States are good, a line of steamers from New York touching here about once in three weeks. (Feb. 24, 1894.)

*Fredericksted.*—The facilities for shipping from the United States to this port are furnished by the Quebec Steamship Company—steamer twice a month—and frequent sailing vessels from New York. (Jan. 15, 1894.)

*St. Thomas.*—Frequent sailing vessels arrive here. The Quebec Steamship Company's steamers arrive irregularly. They are not to be depended on at any time. (Jan. 10, 1894.)

*Antigua.*—The Quebec Steamship Company's vessels come here direct from New York, stopping at the different islands at frequent intervals. (Feb. 7, 1894.)

*Bahamas.*—Shipping facilities from the United States are good. Three steamers leave New York for this port and return during each month. The time of passage is from three and a half to five days. Occasional sailing vessels are also going to and fro between this port and several American ports. (Dec. 29, 1893.)

*Bermuda.*—With the exception of sailing vessels, the only facilities at present offered for shipping from the United States are those provided by the Quebec Steamship Company at New York. (Jan. 3, 1894.)

### MEXICO.

*Matamoras.*—The shipping facilities in this section are very poor. Merchants have to depend upon a steamship company whose steamers make a trip about every ten days. A steamer runs between New Orleans, Galveston, and Brazos Santiago. Goods have to be lightered at Brazos Santiago to Point Isabel, from which point they are taken by rail to Brownsville, a distance of 22 miles, then reloaded again and taken to the ferry, where they are loaded on flatboats and taken across the Rio Grande River into Mexico. The delivery of goods at this port, after arriving at Brazos Santiago, oftentimes consumes a week, which makes it very annoying to merchants, as they are never quite sure when they will receive their goods. (Jan. 20, 1894.)

*Mazatlan.*—There are three monthly steamers from San Francisco to this port—two belonging to the Pacific Mail Steamship Company and one to the Pacific Coast Steamship Company—and several sailing vessels. (Jan. 31, 1894.)

*Mexico.*—The facilities for shipping from the United States to the City of Mexico are good, but the freight rates are not so favorable as from Europe. Steamship lines deliver European goods at Vera Cruz and Tampico from 10 to 25 per cent cheaper than similar goods are delivered from the United States. (Jan. 5, 1894.)

### COLOMBIA.

*Barranquilla.*—Shipping facilities are good. The Atlas Line (British) has two steamers per month plying between New York and this port, the Prince Line (British) three, and the Spanish Line one, with an occasional "tramp." Flour comes in sacks of 125 pounds each. Sometimes five 5-pound sacks are inclosed in a single sack, which facilitates trade among small dealers. (Jan. 16, 1894.)



*Cartagena.*—A direct line of steamships, the Atlas Line, runs regularly every fortnight from New York to this port. (Feb. 14, 1894.)

*Colon.*—There is steam communication between this port and New York three times a month regularly, besides communication by occasional sailing vessels. (Jan. 19, 1894.)

*Panama.*—The facilities for shipping from and to the United States are ample. Two lines of steamers, averaging together six trips per month each way, ply between San Francisco and this place. The lines are the Pacific Mail Steamship Company and the North American Navigation Company. The latter is a new line started by the merchants of San Francisco in opposition to the Pacific Mail, which for nearly forty years has had dictatorial sway over the rates of freight between San Francisco and all ports on the Pacific coast as far south as this. (Jan. 19, 1894.)

#### GUATEMALA.

*Guatemala.*—The shipping facilities at present are good, owing to the competition between the Pacific Mail Company and the North American Navigation Company. (Jan. 10, 1894.)

#### HONDURAS.

*Tegucigalpa.*—This Republic has only one port on the Pacific side. Vessels plying between Panama and San Francisco touch regularly at this port. On the Atlantic side there are three ports of entry, viz, Puerto Cortez, Ceiba, and Truxillo, all of which are in direct communication with American ports. (Mar. 6, 1894.)

*Belize.*—Shipments to this port from the United States are made either from New York, whence a regular line of steamships sail monthly direct, or from New Orleans, whence a subsidized line of steamships carrying the mails sail every Thursday. (Feb. 28, 1894.)

#### SALVADOR.

*San Salvador.*—The facilities for shipping from the United States to Salvador are via the Pacific Mail Steamship Company and by sailing vessels. The North American Navigation Company, which carried freight from San Francisco, has practically ceased to exist, and consequently freight rates are going up. (Apr. 7, 1894.)

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#### APPENDIX E.

##### TONNAGE TAX—COLLECTIONS AND LAW.

The following tables show the tonnage taxes collected for the fiscal year. By the act of June 26, 1884, the expense of maintaining the Marine-Hospital Service—which cares for sick and disabled seamen of American and foreign vessels, as well as exercises on behalf of the Federal Government quarantine powers, much increased by the legislation of recent years—is borne out of the receipts of tonnage taxes.

The tax is levied on the net tonnage of vessels coming from foreign ports, and is required for five successive entries. For twelve months, dating from the first payment of the tax, all entries of a vessel after the fifth are exempt from tonnage tax. For convenience of general reference the provisions of the eleventh section of the act of July 19, 1886, regulating tonnage taxes, are again reproduced:

“SEC. 11. That section fourteen of ‘An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes,’ approved June twenty-sixth, eighteen hundred and eighty-four, be amended so as to read as follows:

“SEC. 14. That in lieu of the tax on tonnage of thirty cents per ton per annum imposed prior to July first, eighteen hundred and eighty-four, a duty of three cents per ton, not to exceed in the aggregate fifteen cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or the Sandwich Islands, or Newfoundland;

“And a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry upon all vessels which shall be entered in the United States from any other foreign ports, not, however, to include vessels in distress or not engaged in trade:

“*Provided*, That the President of the United States shall suspend the collection of so much of the duty herein imposed on vessels entered from any foreign port as may be in excess of the tonnage and light-house dues or other equivalent tax or taxes imposed in said port on American vessels by the government of the foreign country



in which such port is situated, and shall upon the passage of this act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage duty, if any, to be collected under such suspension:

*“Provided further,* That such proclamation shall exclude from the benefits of the suspension herein authorized the vessels of any foreign country in whose ports the fees or dues of any kind or nature imposed on vessels of the United States, or the import or export duties on their cargoes, are in excess of the fee, dues, or duties imposed on the vessels of such country or on the cargoes of such vessels:

*“But this proviso shall not be held to be inconsistent with the special regulation by foreign countries of duties and other charges on their own vessels, and the cargoes thereof, engaged in their coasting trade, or with the existence between such countries and other states of reciprocal stipulations founded on special conditions and equivalents, and thus not within the treatment of American vessels under the most-favored-nation clause in treaties between the United States and such countries.*

*“And sections forty-two hundred and twenty-three and forty-two hundred and twenty-four, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed.*

*“SEC. 12. That the President be, and hereby is, directed to cause the governments of foreign countries which, at any of their ports, impose on American vessels a tonnage tax or light-house dues, or other equivalent tax or taxes, or any other fees, charges, or dues, to be informed of the provisions of the preceding section, and invited to cooperate with the Government of the United States in abolishing all light-house dues, tonnage taxes, or other equivalent tax or taxes on, and also all other fees for official services to, the vessels of the respective nations employed in the trade between the ports of such foreign country and the ports of the United States.”*

Under the authority and within the limitations prescribed by this act the President, on May 2 of the last fiscal year, issued his proclamation exempting from tonnage taxes vessels coming from the Island of Grenada, the colonial government of that island having first abolished taxes on American vessels entering its ports. From time to time, by proclamation of the President, vessels from the following ports, islands, and countries have been declared exempt from tonnage taxes:

Aspinwall and Panama, United States of Colombia; Island Montserrat, West Indies; Ontario and San Juan and Mayaguez, Puerto Rico, January 31, 1885; Greytown, Nicaragua, February 26, 1885; Island of Trinidad, West Indies, April 7, 1885; Boca del Toro, September 9, 1885.

All ports in Europe of the Kingdom of the Netherlands and free ports in Dutch East Indies, April 22, 1887.

All ports of the German Empire, January 26, 1888.

Guadeloupe, April 16, 1888; Island of Tobago, December 2, 1891; Grenada, May 2, 1894.

The tonnage tax collected during the fiscal year ended June 30, 1895, amounted to \$523,344.61. The collections during the ten previous fiscal years have been:

| Year.     | Amount.   | Year.     | Amount.   |
|-----------|-----------|-----------|-----------|
| 1894..... | \$539,028 | 1889..... | \$477,032 |
| 1893..... | 539,233   | 1888..... | 491,205   |
| 1892..... | 636,012   | 1887..... | 562,187   |
| 1891..... | 565,471   | 1886..... | 508,731   |
| 1890..... | 565,474   | 1885..... | 390,875   |

The amount collected from steam vessels was \$362,123.98, and the number of entries at which the tax was collected 4,419, compared with \$374,891.13 collected during the previous year on 4,756 entries. The amount collected from sail vessels was \$160,109.55, and the number of entries 7,539, compared with \$163,091.94 collected during the previous year on 7,572 entries. Of the total collections \$69,316 were paid by American vessels, compared with \$72,849 during the previous year, and \$344,637 by vessels under the British flag, compared with \$351,921 during the previous year. The distinction between 6 per cent ports and 3 per cent ports is geographical, not national. Collections from the former amounted to \$422,284, compared with \$436,310 for the previous year, and from the latter to \$113,816, compared with \$115,821 for the previous year. The collections at New York were \$187,051, compared with \$199,471 for the previous year; Philadelphia \$47,522, compared with \$51,700. Table 1 shows collections according to flag, steam or sail, and rate, and Table 2 gives the collections by ports.



TABLE 1.—Tonnage tax collected and flag of vessel paying the same during the fiscal year ended June 30, 1895.

| Nationality.              | Three cents per ton. |             |             |                |             |            | Six cents per ton. |             |             |                |            |          | Total.           |             |          |                |             |        |
|---------------------------|----------------------|-------------|-------------|----------------|-------------|------------|--------------------|-------------|-------------|----------------|------------|----------|------------------|-------------|----------|----------------|-------------|--------|
|                           | Sailing vessels.     |             |             | Steam vessels. |             |            | Sailing vessels.   |             |             | Steam vessels. |            |          | Sailing vessels. |             |          | Steam vessels. |             |        |
|                           | No.                  | Amount.     | Total.      | No.            | Amount.     | Total.     | No.                | Amount.     | Total.      | No.            | Amount.    | Total.   | No.              | Amount.     | Total.   | No.            | Amount.     | Total. |
| United States             | 2,914                | \$27,667.31 | \$41,494.15 | 542            | \$13,826.84 | \$3,456.84 | 342                | \$18,048.42 | \$27,822.06 | 53             | \$9,773.64 | \$395.27 | 3,256            | \$45,715.73 | \$595.23 | 3,851          | \$69,316.21 |        |
| Great Britain             | 2,450                | 13,744.41   | 40,348.56   | 933            | 26,604.15   | 3,383.40   | 616                | 50,781.79   | 2,718.30    | 2,102          | 253,506.64 | 2,718.30 | 3,066            | 64,526.20   | 3,035.28 | 6,101          | 344,636.99  |        |
| Norway                    | 89                   | 2,041.29    | 5,531.74    | 218            | 3,490.45    | 307.57     | 364                | 18,343.38   | 20,290.92   | 28             | 1,947.54   | 392.14   | 453              | 20,384.67   | 246.11   | 699            | 25,822.66   |        |
| Germany                   | 23                   | 651.84      | 2,061.21    | 34             | 1,409.37    | 57.15      | 73                 | 4,743.72    | 14,570.46   | 70             | 9,826.74   | 143.14   | 96               | 5,395.56    | 104.11   | 200            | 16,631.67   |        |
| Italy                     | 13                   | 197.61      | 230.19      | 2              | 32.58       | 15.13      | 251                | 10,674.48   | 11,585.82   | 10             | 911.34     | 261.11   | 264              | 10,872.09   | 12.7     | 276            | 11,816.01   |        |
| Spain                     | 67                   | 958.74      | 7,909.53    | 128            | 6,950.79    | 195.13     | 8                  | 281.64      | 1,151.04    | 10             | 869.40     | 18.11    | 75               | 1,240.38    | 138.7    | 213            | 9,060.57    |        |
| Sweden                    | 5                    | 80.67       | 227.37      | 8              | 146.70      | 13.28      | 43                 | 1,779.42    | 1,779.42    | 43             | 245.64     | 31.14    | 48               | 1,860.09    | 8.146    | 56             | 2,006.79    |        |
| Austria                   | 2                    | 28.86       | 28.86       | 1              | 11.73       | 2.62       | 27                 | 1,181.52    | 1,427.16    | 4              | 245.64     | 31.14    | 29               | 1,210.38    | 4.245    | 33             | 1,456.02    |        |
| France                    | 5                    | 51.57       | 62.30       | 6              | 65.25       | 10.10      | 22                 | 534.24      | 13,314.78   | 88             | 12,780.54  | 110.13   | 27               | 585.81      | 89.12    | 116            | 13,378.08   |        |
| Denmark                   | 4                    | 35.70       | 100.95      | 1              | 47.19       | 11.11      | 19                 | 763.50      | 1,929.66    | 10             | 1,166.16   | 29.13    | 23               | 799.20      | 16.16    | 39             | 2,030.61    |        |
| Holland                   | 10                   | 59.85       | 107.04      | 1              | 97.35       | 16.16      | 13                 | 878.58      | 4,799.16    | 45             | 3,920.58   | 58.4     | 23               | 938.43      | 46.3     | 69             | 4,906.20    |        |
| Russia                    | 11                   | 143.49      | 240.84      | 5              | 270.15      | 6.27       | 76                 | 3,200.88    | 3,256.14    | 2              | 55.26      | 78.3     | 87               | 3,344.37    | 7.152    | 94             | 3,496.98    |        |
| Belgium                   | 1                    | .....       | 270.15      | 6              | .....       | .....      | 1                  | 116.64      | 11,888.40   | 75             | 11,771.76  | 76.11    | 1                | 116.64      | 81.12    | 82             | 12,158.55   |        |
| Portugal                  | 15                   | 419.61      | 894.09      | 11             | 474.28      | 26.89      | 34                 | 1,071.48    | 2,764.14    | 17             | 1,692.66   | 51.2     | 34               | 1,071.48    | 17.1     | 51             | 2,764.14    |        |
| Hawaii                    | .....                | .....       | .....       | .....          | .....       | .....      | 3                  | 304.38      | 304.38      | .....          | .....      | 3        | 304.38           | 11.474      | 11       | 1,198.47       |             |        |
| Chile                     | .....                | .....       | .....       | .....          | .....       | .....      | 12                 | 703.86      | 703.86      | .....          | .....      | 12       | 703.86           | .....       | .....    | 12             | 703.86      |        |
| Nicaragua                 | 7                    | 182.13      | 411.18      | 10             | 229.05      | 17.41      | 1                  | 41.64       | 41.64       | .....          | .....      | 1        | 41.64            | .....       | .....    | 18             | 452.82      |        |
| Brazil                    | .....                | .....       | .....       | .....          | .....       | .....      | 6                  | 179.46      | 179.46      | .....          | .....      | 6        | 179.46           | .....       | .....    | 6              | 179.46      |        |
| Argentina                 | .....                | .....       | .....       | .....          | .....       | .....      | 1                  | 40.20       | 40.20       | .....          | .....      | 1        | 40.20            | .....       | .....    | 1              | 40.20       |        |
| United States of Colombia | 3                    | 5.85        | 5.85        | .....          | .....       | .....      | .....              | .....       | .....       | .....          | .....      | .....    | 3                | 5.85        | .....    | 3              | 5.85        |        |
| Honduras                  | 1                    | 3.33        | 3.33        | .....          | .....       | .....      | .....              | .....       | .....       | .....          | .....      | .....    | 1                | 3.33        | .....    | 1              | 3.33        |        |
| Haiti                     | 5                    | 20.82       | 20.82       | .....          | .....       | .....      | .....              | .....       | .....       | .....          | .....      | .....    | 5                | 20.82       | .....    | 5              | 20.82       |        |
| Greece                    | .....                | .....       | .....       | .....          | .....       | .....      | 2                  | 130.92      | 130.92      | .....          | .....      | 2        | 130.92           | .....       | .....    | 2              | 130.92      |        |
| Peru                      | .....                | .....       | .....       | .....          | .....       | .....      | 1                  | 16.32       | 16.32       | .....          | .....      | 1        | 16.32            | .....       | .....    | 1              | 16.32       |        |
| Total                     | 5,624                | 46,293.08   | 99,949.16   | 1,905          | 53,656.08   | 7,529.16   | 1,915              | 113,816.47  | 2,514.37    | 5,514          | 308,467.90 | 4,429.42 | 7,539            | 160,109.55  | 4,419.36 | 11,958         | 522,233.53  |        |
| Other rates               | .....                | .....       | .....       | .....          | .....       | .....      | .....              | .....       | .....       | .....          | .....      | .....    | 8                | 506.47      | 4.604    | 12             | 1,111.08    |        |
| Grand total               | .....                | .....       | .....       | .....          | .....       | .....      | .....              | .....       | .....       | .....          | .....      | .....    | 7,547            | 160,616.02  | 4,423.36 | 11,970         | 523,344.61  |        |

NOTE.—The amount actually received in the Treasury during the fiscal year was \$521,240.78.



TABLE 2.—*Tonnage tax-collections at the various ports during the fiscal year ended June 30, 1895.*

| Port.             | Three cents per ton. |           | Six cents per ton. |            | Total. |            |
|-------------------|----------------------|-----------|--------------------|------------|--------|------------|
|                   | No.                  | Amount.   | No.                | Amount.    | No.    | Amount.    |
| Alexandria        | 5                    | \$71.49   |                    |            | 5      | \$71.49    |
| Apalachicola      | 49                   | 672.21    | 50                 | \$1,705.20 | 99     | 2,377.41   |
| Astoria           | 14                   | 553.41    | 54                 | 5,067.84   | 68     | 5,621.25   |
| Baltimore         | 134                  | 1,863.60  | 176                | 18,526.02  | 310    | 20,389.62  |
| Bangor            | 4                    | 49.74     | 1                  | 25.56      | 5      | 75.30      |
| Barnstable        | 8                    | 34.32     | 1                  | 8.64       | 9      | 42.96      |
| Bath              | 5                    | 51.24     |                    |            | 5      | 51.24      |
| Beaufort, S. C.   | 9                    | 393.36    | 33                 | 3,602.58   | 42     | 3,995.94   |
| Belfast           | 58                   | 155.76    |                    |            | 58     | 155.76     |
| Boston            | 904                  | 8,219.67  | 340                | 40,661.70  | 1,244  | 48,881.37  |
| Brashear          | 3                    | 3.42      |                    |            | 3      | 3.42       |
| Bridgeport        | 14                   | 71.49     |                    |            | 14     | 71.49      |
| Bridgeton         | 1                    | 8.88      | 2                  | 115.86     | 3      | 124.74     |
| Bristol           | 1                    | 4.29      |                    |            | 1      | 4.29       |
| Brunswick         | 79                   | 1,146.63  | 106                | 6,086.10   | 185    | 7,232.73   |
| Burlington, Vt.   | 117                  | 444.78    |                    |            | 117    | 444.78     |
| Cape Vincent      | 27                   | 325.23    |                    |            | 27     | 325.23     |
| Castine           |                      |           | 3                  | 93.30      | 3      | 93.30      |
| Charleston        | 42                   | 572.28    | 54                 | 3,779.10   | 96     | 4,351.38   |
| Chicago           | 1                    | 7.89      |                    |            | 1      | 7.89       |
| Cleveland         | 11                   | 177.21    |                    |            | 11     | 177.21     |
| Coos Bay          | 1                    | 10.31     |                    |            | 1      | 10.31      |
| Detroit           | 9                    | 143.61    |                    |            | 9      | 143.61     |
| Duluth            | 8                    | 134.19    |                    |            | 8      | 134.19     |
| Eastport          | 257                  | 982.02    |                    |            | 257    | 982.02     |
| Edgartown         | 30                   | 192.03    |                    |            | 30     | 192.03     |
| Ellsworth         | 24                   | 89.40     |                    |            | 24     | 89.40      |
| Eureka            | 3                    | 29.31     | 1                  | 37.92      | 4      | 67.23      |
| Fall River        | 10                   | 35.70     | 1                  | 62.94      | 11     | 98.64      |
| Fernandina        | 33                   | 698.82    | 21                 | 1,712.22   | 54     | 2,411.04   |
| Fort Benton       | 35                   | 132.35    |                    |            | 35     | 132.35     |
| Galveston         | 101                  | 3,259.66  | 149                | 14,666.98  | 250    | 17,926.64  |
| Georgetown, S. C. | 4                    | 26.28     |                    |            | 4      | 26.28      |
| Gloucester        | 32                   | 82.11     | 16                 | 947.52     | 48     | 1,029.63   |
| Jacksonville      | 22                   | 105.72    |                    |            | 22     | 105.72     |
| Key West          | 100                  | 736.74    | 19                 | 1,570.44   | 119    | 2,307.18   |
| Los Angeles       | 28                   | 1,041.66  | 8                  | 671.16     | 36     | 1,712.82   |
| Machias           | 70                   | 285.90    |                    |            | 70     | 285.90     |
| Marblehead        | 31                   | 88.41     |                    |            | 31     | 88.41      |
| Mobile            | 158                  | 1,707.00  | 104                | 6,695.10   | 262    | 8,402.10   |
| Newark            | 35                   | 235.68    | 2                  | 147.00     | 37     | 382.68     |
| New Bedford       | 18                   | 58.44     | 13                 | 226.92     | 31     | 285.36     |
| Newbern           | 5                    | 15.60     |                    |            | 5      | 15.60      |
| Newburyport       | 4                    | 11.37     |                    |            | 4      | 11.37      |
| New Haven         | 27                   | 139.86    | 3                  | 140.40     | 30     | 280.26     |
| New London        | 10                   | 48.15     |                    |            | 10     | 48.15      |
| New Orleans       | 270                  | 8,554.74  | 271                | 30,374.46  | 541    | 38,929.20  |
| Newport           | 14                   | 68.91     |                    |            | 14     | 68.91      |
| Newport News      | 15                   | 435.06    | 63                 | 6,777.66   | 78     | 7,212.72   |
| New York          | 1,403                | 25,826.67 | 1,523              | 161,224.38 | 2,926  | 187,051.05 |
| Norfolk           | 20                   | 568.83    | 19                 | 2,070.42   | 39     | 2,639.25   |
| Ogdensburg        | 76                   | 765.09    |                    |            | 76     | 765.09     |
| Oswego            | 101                  | 822.63    |                    |            | 101    | 822.63     |
| Pensacola         | 92                   | 2,088.27  | 269                | 14,455.38  | 361    | 16,543.65  |
| Perth Amboy       | 13                   | 281.46    | 1                  | 16.02      | 14     | 297.48     |
| Philadelphia      | 410                  | 9,403.77  | 375                | 38,117.82  | 785    | 47,521.59  |
| Plattsburg        | 943                  | 2,724.51  |                    |            | 943    | 2,724.51   |
| Plymouth          | 4                    | 11.43     |                    |            | 4      | 11.43      |
| Portland, Me.     | 161                  | 984.21    | 33                 | 5,030.34   | 194    | 6,014.55   |
| Portsmouth        | 18                   | 68.52     |                    |            | 18     | 68.52      |
| Port Townsend     | 323                  | 4,365.18  | 61                 | 5,465.82   | 384    | 9,831.00   |
| Providence        | 44                   | 261.15    | 3                  | 106.38     | 47     | 367.53     |
| Richmond          | 3                    | 29.91     | 8                  | 764.28     | 11     | 794.19     |
| Rochester         | 3                    | 22.47     |                    |            | 3      | 22.47      |
| Sag Harbor        | 4                    | 29.73     |                    |            | 4      | 29.73      |
| Salem             | 50                   | 211.32    |                    |            | 50     | 211.32     |
| San Diego         | 60                   | 349.56    | 24                 | 2,466.37   | 84     | 2,815.93   |
| San Francisco     | 371                  | 11,427.57 | 261                | 26,730.00  | 632    | 38,157.57  |
| Savannah          | 40                   | 1,147.29  | 189                | 10,161.96  | 229    | 11,309.25  |
| Shieldsboro       | 116                  | 1,339.80  | 56                 | 3,174.78   | 172    | 4,514.58   |
| Sitka             | 30                   | 463.77    | 1                  | 3.78       | 31     | 467.55     |
| St. Augustine     | 3                    | 2.79      |                    |            | 3      | 2.79       |
| St. Marys         | 6                    | 112.35    | 1                  | 32.04      | 7      | 144.39     |
| Stonington        | 8                    | 26.76     |                    |            | 8      | 26.76      |
| Tampa             | 42                   | 1,091.70  | 28                 | 2,383.20   | 70     | 3,474.90   |
| Toledo            | 1                    | 17.97     |                    |            | 1      | 17.97      |
| Waldoboro         | 243                  | 614.76    | 1                  | 29.76      | 244    | 644.52     |
| Washington, D. C. | 6                    | 54.72     |                    |            | 6      | 54.72      |



TABLE 2.—*Tonnage tax-collections at the various ports, etc.*—Continued.

| Port.                 | Three cents per ton. |           | Six cents per ton. |            | Total. |            |
|-----------------------|----------------------|-----------|--------------------|------------|--------|------------|
|                       | No.                  | Amount.   | No.                | Amount.    | No.    | Amount.    |
| Wilmington, Del.....  | 5                    | \$88.47   | 39                 | \$3,867.90 | 44     | \$3,956.37 |
| Wilmington, N. C..... | 46                   | 397.35    | 44                 | 2,413.92   | 90     | 2,811.27   |
| Wiscasset.....        | 44                   | 173.22    | 2                  | 67.20      | 46     | 240.42     |
| Total.....            | 7,529                | 99,949.16 | 4,429              | 422,284.37 | 11,958 | 522,233.53 |
| Other rates.....      |                      |           |                    |            | 12     | 1,111.08   |
| Grand total.....      |                      |           |                    |            | 11,970 | 523,344.61 |
| OTHER RATES.          |                      |           |                    |            |        |            |
| Galveston.....        |                      |           |                    |            | 3      | 546.93     |
| New Orleans.....      |                      |           |                    |            | 1      | 57.68      |
| San Diego.....        |                      |           |                    |            | 1      | 12.45      |
| San Francisco.....    |                      |           |                    |            | 2      | 138.67     |
| Shieldsboro.....      |                      |           |                    |            | 5      | 355.35     |
| Total.....            |                      |           |                    |            | 12     | 1,111.08   |

NOTE.—Amount actually received in the Treasury during the fiscal year was \$521,240.78.

*Receipts by months.*

| Month.           | Three cents per ton. |             | Six cents per ton. |             | Total. |             |
|------------------|----------------------|-------------|--------------------|-------------|--------|-------------|
|                  | No.                  | Amount.     | No.                | Amount.     | No.    | Amount.     |
| 1894.            |                      |             |                    |             |        |             |
| July.....        | 897                  | \$11,151.45 | 320                | \$31,929.06 | 1,217  | \$43,080.51 |
| August.....      | 668                  | 7,484.80    | 301                | 29,579.40   | 969    | 37,064.20   |
| September.....   | 673                  | 7,945.44    | 348                | 34,957.63   | 1,021  | 42,903.07   |
| October.....     | 683                  | 7,181.63    | 435                | 40,633.14   | 1,118  | 47,814.77   |
| November.....    | 572                  | 6,885.30    | 422                | 38,460.30   | 994    | 45,345.60   |
| December.....    | 388                  | 6,726.60    | 462                | 45,563.88   | 850    | 52,290.48   |
| 1895.            |                      |             |                    |             |        |             |
| January.....     | 354                  | 6,028.65    | 458                | 41,456.26   | 812    | 47,484.91   |
| February.....    | 298                  | 5,665.11    | 311                | 29,668.24   | 609    | 35,333.35   |
| March.....       | 423                  | 7,833.92    | 394                | 37,641.20   | 817    | 45,475.12   |
| April.....       | 601                  | 9,075.16    | 367                | 33,885.84   | 968    | 42,961.00   |
| May.....         | 917                  | 12,444.94   | 321                | 30,381.00   | 1,238  | 42,825.94   |
| June.....        | 1,055                | 11,526.16   | 290                | 28,128.42   | 1,345  | 39,654.58   |
| Total.....       | 7,529                | 99,949.16   | 4,429              | 422,284.37  | 11,958 | 522,233.53  |
| Other rates..... |                      |             |                    |             | 12     | 1,111.08    |
| Grand total..... |                      |             |                    |             | 11,970 | 523,344.61  |

## RECIPROCITY.

The following tables, illustrating the inequality of reciprocal tonnage tax exemptions, show the number of entries of American and foreign vessels, steam and sail, from countries, vessels from which enjoy immunity from tonnage tax in the United States, for each year since the arrangement has been in effect:

*Vessels entered the United States.*

## FROM GERMANY.

| Year.      | American. |       |       |        | Foreign. |           |       |           |
|------------|-----------|-------|-------|--------|----------|-----------|-------|-----------|
|            | Steam.    |       | Sail. |        | Steam.   |           | Sail. |           |
|            | No.       | Tons. | No.   | Tons.  | No.      | Tons.     | No.   | Tons.     |
| 1888.....  |           |       | 6     | 7,035  | 306      | 692,479   | 303   | 290,765   |
| 1889.....  | 1         | 1,445 | 5     | 6,374  | 412      | 877,633   | 237   | 231,099   |
| 1890.....  |           |       | 5     | 6,536  | 530      | 1,139,594 | 191   | 215,719   |
| 1891.....  |           |       | 1     | 1,117  | 646      | 1,451,369 | 149   | 141,737   |
| 1892.....  |           |       | 2     | 2,894  | 641      | 1,485,539 | 185   | 176,016   |
| 1893.....  | 1         | 2,332 | 3     | 2,068  | 568      | 1,346,568 | 132   | 141,355   |
| 1894.....  |           |       | 1     | 567    | 565      | 1,380,494 | 108   | 110,470   |
| Total..... | 2         | 3,777 | 23    | 26,591 | 3,668    | 8,373,676 | 1,304 | 1,307,161 |



*Vessels entered the United States—Continued.*

## FROM THE NETHERLANDS.

| Year.       | American. |       |       |        | Foreign. |           |       |         |
|-------------|-----------|-------|-------|--------|----------|-----------|-------|---------|
|             | Steam.    |       | Sail. |        | Steam.   |           | Sail. |         |
|             | No.       | Tons. | No.   | Tons.  | No.      | Tons.     | No.   | Tons.   |
| 1888.....   |           |       | 4     | 4,292  | 60       | 124,177   | 103   | 115,383 |
| 1889.....   | 1         | 1,839 | 4     | 4,813  | 65       | 138,189   | 55    | 60,039  |
| 1890.....   |           |       | 3     | 3,486  | 87       | 172,716   | 25    | 24,695  |
| 1891.....   |           |       |       |        | 103      | 226,490   | 26    | 26,608  |
| 1892.....   |           |       |       |        | 222      | 440,735   | 27    | 22,817  |
| 1893.....   |           |       | 1     | 1,624  | 237      | 475,084   | 48    | 37,532  |
| 1894.....   |           |       | 1     | 1,171  | 262      | 534,411   | 43    | 37,702  |
| Total ..... | 1         | 1,839 | 13    | 15,386 | 1,036    | 2,111,802 | 327   | 324,782 |

## FROM DUTCH EAST INDIES.

|             |  |  |   |       |     |         |     |         |
|-------------|--|--|---|-------|-----|---------|-----|---------|
| 1887.....   |  |  | 4 | 3,220 |     |         | 20  | 13,923  |
| 1888.....   |  |  | 1 | 701   |     |         | 18  | 11,623  |
| 1889.....   |  |  | 2 | 1,563 | 5   | 9,616   | 24  | 22,293  |
| 1890.....   |  |  |   |       | 10  | 19,351  | 18  | 16,147  |
| 1891.....   |  |  |   |       | 17  | 30,122  | 13  | 14,830  |
| 1892.....   |  |  | 2 | 1,651 | 17  | 28,826  | 11  | 10,914  |
| 1893.....   |  |  |   |       | 24  | 43,413  | 9   | 8,161   |
| 1894.....   |  |  |   |       | 30  | 56,192  | 13  | 11,639  |
| Total ..... |  |  | 9 | 7,135 | 103 | 187,520 | 126 | 109,530 |

## FROM UNITED STATES OF COLOMBIA (PANAMA).

|             |     |         |    |       |    |        |    |        |
|-------------|-----|---------|----|-------|----|--------|----|--------|
| 1885.....   | 26  | 44,356  | 7  | 3,386 | 1  | 1,214  | 4  | 4,804  |
| 1886.....   | 31  | 52,962  | 1  | 1,705 |    |        | 11 | 12,088 |
| 1887.....   | 45  | 75,137  | 2  | 655   | 1  | 1,995  | 10 | 8,033  |
| 1888.....   | 34  | 58,152  |    |       | 7  | 9,735  | 2  | 2,843  |
| 1889.....   | 34  | 58,169  |    |       |    |        | 2  | 1,953  |
| 1890.....   | 30  | 53,244  |    |       |    |        |    |        |
| 1891.....   | 37  | 64,576  |    |       |    |        | 1  | 887    |
| 1892.....   | 46  | 78,482  |    |       |    |        | 1  | 524    |
| 1893.....   | 60  | 97,549  |    |       | 1  | 849    | 1  | 1,706  |
| 1894.....   | 50  | 88,161  |    |       | 1  | 1,082  | 2  | 3,272  |
| Total ..... | 393 | 670,788 | 10 | 5,746 | 11 | 14,875 | 34 | 36,101 |

## FROM UNITED STATES OF COLOMBIA (COLON AND BOCAS DEL TORO, BARRANQUILLA ETC.)

|             |     |         |     |         |     |         |     |         |
|-------------|-----|---------|-----|---------|-----|---------|-----|---------|
| 1885.....   | 46  | 82,311  | 99  | 25,679  | 33  | 46,268  | 41  | 20,439  |
| 1886.....   | 42  | 79,868  | 33  | 32,516  | 41  | 36,545  | 42  | 23,623  |
| 1887.....   | 53  | 95,366  | 92  | 31,801  | 54  | 58,122  | 44  | 27,090  |
| 1888.....   | 48  | 80,078  | 69  | 21,921  | 66  | 65,686  | 27  | 14,592  |
| 1889.....   | 42  | 77,138  | 65  | 20,037  | 42  | 42,915  | 14  | 3,635   |
| 1890.....   | 50  | 82,119  | 28  | 6,200   | 37  | 31,765  | 16  | 4,284   |
| 1891.....   | 46  | 81,011  | 28  | 6,561   | 66  | 44,101  | 16  | 3,486   |
| 1892.....   | 40  | 78,609  | 35  | 9,175   | 77  | 43,818  | 18  | 3,935   |
| 1893.....   | 50  | 102,454 | 44  | 12,168  | 117 | 54,680  | 22  | 4,665   |
| 1894.....   | 39  | 86,487  | 34  | 10,907  | 164 | 80,356  | 17  | 2,734   |
| Total ..... | 456 | 845,441 | 527 | 176,965 | 697 | 504,256 | 257 | 108,483 |

## FROM NICARAGUA (GREY TOWN AND BLUEFIELDS).

|             |     |         |    |        |     |         |    |       |
|-------------|-----|---------|----|--------|-----|---------|----|-------|
| 1885.....   | 10  | 3,887   | 7  | 1,279  | 4   | 4,782   | 2  | 270   |
| 1886.....   | 12  | 3,772   | 9  | 3,542  | 1   | 1,486   | 1  | 304   |
| 1887.....   | 8   | 3,280   | 5  | 706    | 40  | 14,156  | 2  | 1,144 |
| 1888.....   | 20  | 13,223  | 2  | 192    | 18  | 7,158   | 1  | 99    |
| 1889.....   | 35  | 22,404  | 6  | 1,693  | 16  | 8,369   | 2  | 741   |
| 1890.....   | 40  | 26,994  |    |        | 44  | 24,567  |    |       |
| 1891.....   | 43  | 24,892  | 5  | 1,938  | 78  | 39,158  |    |       |
| 1892.....   | 52  | 32,147  | 3  | 945    | 72  | 38,162  |    |       |
| 1893.....   | 45  | 27,182  | 2  | 2,128  | 86  | 43,038  |    |       |
| 1894.....   | 49  | 30,593  | 1  | 164    | 123 | 59,221  | 2  | 325   |
| Total ..... | 314 | 188,374 | 40 | 12,587 | 482 | 240,097 | 10 | 2,883 |



*Vessels entered the United States—Continued.*

## FROM PUERTO RICO.

| Year.       | American. |        |       |         | Foreign. |         |       |         |
|-------------|-----------|--------|-------|---------|----------|---------|-------|---------|
|             | Steam.    |        | Sail. |         | Steam.   |         | Sail. |         |
|             | No.       | Tons.  | No.   | Tons.   | No.      | Tons.   | No.   | Tons.   |
| 1885.....   |           |        | 174   | 49,533  | 14       | 15,684  | 151   | 42,368  |
| 1886.....   | 4         | 3,452  | 147   | 41,476  | 12       | 11,154  | 88    | 20,771  |
| 1887.....   | 4         | 3,452  | 128   | 39,644  | 22       | 18,427  | 101   | 25,690  |
| 1888.....   | 2         | 1,726  | 117   | 33,821  | 37       | 32,816  | 75    | 17,212  |
| 1889.....   | 2         | 3,327  | 87    | 22,494  | 25       | 22,065  | 62    | 14,673  |
| 1890.....   | 2         | 3,328  | 71    | 19,172  | 42       | 37,913  | 84    | 16,993  |
| 1891.....   |           |        | 59    | 16,821  | 44       | 44,665  | 84    | 18,000  |
| 1892.....   | 1         | 1,445  | 75    | 23,217  | 35       | 37,179  | 87    | 19,172  |
| 1893.....   | 2         | 1,335  | 63    | 17,409  | 35       | 38,889  | 106   | 24,023  |
| 1894.....   |           |        | 64    | 20,693  | 33       | 36,210  | 90    | 18,478  |
| Total ..... | 17        | 18,065 | 985   | 284,280 | 299      | 295,002 | 928   | 217,380 |

## FROM QUEBEC, ONTARIO, AND MANITOBA.

|             |       |           |        |           |        |           |        |            |
|-------------|-------|-----------|--------|-----------|--------|-----------|--------|------------|
| 1885.....   |       |           | 3,634  | 422,799   |        |           | 9,312  | 2,597,197  |
| 1886.....   |       |           | 4,045  | 470,091   | 1      | 1,381     | 9,339  | 2,443,079  |
| 1887.....   |       |           | 4,195  | 496,396   | 1      | 1,464     | 8,682  | 1,797,612  |
| 1888.....   | 1     | 95        | 4,422  | 453,654   | 7      | 8,266     | 9,762  | 1,999,223  |
| 1889.....   |       |           | 5,170  | 598,604   | 4      | 4,563     | 9,920  | 2,056,654  |
| 1890.....   |       |           | 5,788  | 679,366   | 3      | 2,264     | 9,501  | 2,001,256  |
| 1891.....   | 1     | 2,004     | 1      | 240       | 8      | 5,625     | 73     | 14,430     |
| 1892.....   | 3,050 | 367,981   | 2,216  | 354,824   | 4,649  | 1,466,929 | 4,005  | 649,159    |
| 1893.....   | 3,061 | 451,325   | 2,350  | 401,803   | 4,789  | 1,431,997 | 3,493  | 595,602    |
| 1894.....   | 3,351 | 591,851   | 2,315  | 400,503   | 4,583  | 1,470,034 | 2,737  | 495,810    |
| Total ..... | 9,464 | 1,413,256 | 34,136 | 4,278,280 | 14,045 | 4,392,523 | 66,724 | 14,650,022 |

## MARINE HOSPITAL FUNDS.

The following letter from the Supervising Surgeon-General of the Marine Hospital shows the necessity for an increase in the receipts from tonnage:

TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING SURGEON-GENERAL  
MARINE-HOSPITAL SERVICE,  
Washington, D. C., June 14, 1895.

SIR: Referring to your letter of the 4th instant, I have to make the following reply seriatim to your inquiries:

"1. Is the Marine-Hospital Service increasing, both in the number of patients treated and in the territorial extent of its ministrations?"

I have to state in reply to this question that there has been a gradual increase in the number of hospital patients treated since the reorganization of the Bureau in 1871, in which year 14,256 patients were furnished relief, while in 1894 the number was 52,803. The number of relief stations has also increased from 72 in 1871 to 128 at the present time. The increase in these respects has not been so marked within the past two or three years, because the receipts from tonnage for this period have not warranted it.

"2. Can a reduction be made in the aggregate receipts from tonnage without impairing the Marine-Hospital Service unless some other means of levying taxes for its maintenance be devised?"

I reply to this in the negative. In fact, unless some provision is made to increase the amount now collected the operations of the Service must be curtailed, in view of the fact that the act of the last Congress, granting certain exemptions in the measurement of vessels in the carrying trade, will diminish the receipts.

"3. Would a moderate increase in the aggregate receipts from tonnage increase the efficiency of the Marine-Hospital Service?"

It would.



"4. Is the ratio of receipts for tonnage to expenditures for Marine Hospital purposes at the lake ports greater or less than the ratio at Atlantic, Gulf, and Pacific ports?"

The ratio of receipts to expenditures is far less at the lake ports than the ratio at the Atlantic, Gulf, and Pacific ports.

Respectfully, yours,

WALTER WYMAN,  
*Supervising Surgeon-General Marine-Hospital Service.*

EUGENE T. CHAMBERLAIN, Esq.,  
*Commissioner of Navigation.*

#### TONNAGE RECEIPTS AND EXPENDITURES AT LAKE PORTS.

The following letter from the Supervising Surgeon-General of the Marine Hospital shows that the expenditures from tonnage taxes for the benefit of lake ports were \$84,954, while the table following shows that the contributions of lake ports to the fund during 1894 were only \$5,133:

TREASURY DEPARTMENT,  
OFFICE OF THE SUPERVISING SURGEON-GENERAL  
MARINE-HOSPITAL SERVICE,  
Washington, D. C., May 25, 1895.

DEAR SIR: I am in receipt of your letter of the 20th instant, asking information about the operation of the Marine-Hospital Service on the Great Lakes during the fiscal year of 1894, and transmit the following facts:

Number of stations on the Great Lakes: Two marine hospitals—Chicago and Detroit—and 22 relief stations where seamen receive the benefits of the Service.

The cost of the maintenance of the station at Chicago during the fiscal year 1894 was \$24,884.68, while the cost of the Detroit station was \$13,248.60. The other 22 relief stations were maintained by an expenditure of \$46,820.80, making a total expenditure of \$84,954.08.

Respectfully, yours,

WALTER WYMAN,  
*Supervising Surgeon-General Marine-Hospital Service.*

MR. EUGENE T. CHAMBERLAIN,  
*Commissioner of Navigation, Treasury Department.*

*Tonnage-tax receipts at all rates during the fiscal years ended June 30, 1884 and 1894.*

| Lake ports.            | 1884.              |                   | 1894.              |                   |
|------------------------|--------------------|-------------------|--------------------|-------------------|
|                        | Number of vessels. | Amount collected. | Number of vessels. | Amount collected. |
| Chicago.....           | 42                 | \$3,882.60        | 1                  | \$9.48            |
| Cleveland.....         | 38                 | 2,574.30          | 11                 | 158.55            |
| Detroit.....           | 131                | 4,637.00          | 6                  | 112.62            |
| Marquette.....         | 97                 | 14,291.10         |                    |                   |
| Milwaukee.....         | 2                  | 190.50            |                    |                   |
| Ogdensburg.....        | 49                 | 1,579.50          | 50                 | 377.49            |
| Oswego.....            | 142                | 8,076.90          | 203                | 1,685.10          |
| Plattsburg.....        | 336                | 9,704.40          | 874                | 2,541.72          |
| Duluth.....            | 17                 | 939.00            | 8                  | 138.45            |
| Dunkirk.....           | 1                  | 28.20             |                    |                   |
| Erie.....              | 2                  | 45.90             |                    |                   |
| Grand Haven.....       | 4                  | 286.80            |                    |                   |
| Port Huron.....        | 55                 | 2,449.20          |                    |                   |
| Rochester.....         | 26                 | 1,669.50          | 16                 | 110.07            |
| Sandusky.....          | 18                 | 323.70            |                    |                   |
| Suspension Bridge..... | 12                 | 999.00            |                    |                   |
| Toledo.....            | 24                 | 2,149.20          |                    |                   |
| Total.....             | 996                | 53,826.80         | 1,169              | 5,133.48          |

#### APPENDIX F.

##### FRENCH SUBSIDY LAW.

Following is a translation in full of the report, made to the French Chamber of Deputies May 28, 1892, upon the French subsidy law of 1881. It is the report upon which the French subsidy law of 1893, now in operation, is based. It was drafted by M. Jules Siegfried, subsequently minister of commerce, and embodies the views of a commission of twenty-two, appointed to revise the law of 1881. The supplementary report of the commission, dated July 9, 1892, in which they assent to certain



changes in the plan proposed by them, made by the Government, is also printed. For convenience of reference, the translation of the reports is followed by statistics of the French merchant marine, compiled by this Bureau from Government returns. Following is the translation of the report:

#### REPORT ON THE MERCHANT MARINE.

Our merchant marine is of the greatest consequence to our country, not only in so far as our commerce, industry, and labor are concerned, but also in its relation to our navy. From a commercial and industrial point of view, the development of our merchant marine is of great importance, for our commerce and industry, to be in healthy condition, should receive quickly and at low prices their raw materials, and should be able to place manufactured articles regularly and expeditiously on the market. The necessity of having a large number of merchant ships is evident, because the interest of our merchants, manufacturers, brokers, clerks, workmen ashore or afloat, the interest of our railroads in so far as they are related to transportation by water, and, beyond that, even the financial interests of the nation, are involved in attracting to our shores great quantities of merchandise. We should be able not only to import all that is necessary to our national industry, but also to expedite exportation and supply, as far as possible, to neighboring countries. But the objection may be made that merchandise may be imported and exported in foreign ships under equally economical conditions, and after all that our industry and commerce would not suffer.

Let us hasten to state that under such conditions our country would suffer both material and moral damage. Material, in the sense that the industry of maritime navigation demands, first, for construction, the services of numerous engineers, clerks, and workmen; and second, for navigation, an army of owners, captains, and officers, machinists, stokers, and sailors: Moral, in the sense that the French flag, if replaced by a foreign one, would not in foreign countries show the important place occupied in the world by our commerce, nor that our products rival and often surpass in taste and quality those of other nations.

Second, from the standpoint of national industry: If from a commercial and industrial point of view a national merchant marine is of indisputable value, it is equally so from the standpoint of national industry. The intercourse by sailing and steamships between France and other countries requires in the neighborhood of 20,000,000 of tonnage, entrances and clearances combined. Supposing that the freight charges represent on an average 20 francs a ton, it would make a total of 400,000,000 francs, which would enter or leave France, as the carrying was done by French or foreign vessels.

By what is this sum of 400,000,000 francs represented? First, by materials used in the construction of ships, and which already furnish important work to our metal workers, under the form of salaries, profits of mines, blast furnaces, forges, and machine shops. Then there is, further, the labor in contributory industries, the manufacture of engines, shafts, anchors, sails, cordage, etc. Finally, in manning and equipment, costs of navigation, representing the salaries of captains and officers, employees of all sorts, wages of engineers, stokers and sailors, and the interest on capital employed, and the profits of shipowners. The greatest part, then, of this 400,000,000 francs returns by a thousand different channels to the workmen, and necessarily contributes to the national wealth. Supposing the total carrying trade to be done by French ships, this immense sum would remain in the country. Suppose, on the contrary, it was done by foreign ships, not only would there be no profit to our citizens, but we would beyond this have to pay that sum to foreigners. The demonstration is complete, and each one should recognize that it is to his interest to develop our national merchant marine.

Third, from the naval standpoint. But a last reason, by no means unimportant, should determine us. A powerful merchant marine alone renders possible a normal development of the navy. France has always been one of the first maritime powers, and it is to the national interest that she should remain so. It is not possible that all our warships should be always manned and equipped; the cost in men and money which would result would be altogether too much, and our naval appropriation already exceeds 240,000,000 francs a year. On the other hand, in time of war it is necessary to have a large number of transports and ships of high speed that can serve as cruisers. Whence, if not from the merchant marine, can the state obtain them? Think of the expense which would result if the state itself were obliged to construct and maintain these transports and cruisers! This reason alone would justify the sacrifice demanded. A numerous merchant marine, therefore, is necessary to rapidly reenforce the naval fleet—on the one hand with auxiliary ships which are indispensable in time of war, and on the other hand with crews ready to enter into service immediately, and so aid in its difficult task. It has been truthfully said that the merchant marine is the nursery of the navy.



## CONSTRUCTION AND NAVIGATION.

After having demonstrated the utility of the merchant marine, it should be remarked that in reality it presents two very marked aspects, each equally important to the greatness of the country—marine construction and navigation.

## MARINE CONSTRUCTION.

Shipbuilding is an industry which from every standpoint merits as much consideration as all other national industries. It is obliged to compete with the work of other countries, which, in England especially, has reached a degree of perfection difficult to excel—not only as regards cost, but, above all, rapidity of construction. It is a difficult industry demanding large capital, and practical, distinguished engineers, and at the same time strong, skillful workmen. The proportion of hand labor which enters into it is very considerable, and makes it all the more important to the country. Thus the plates and angles necessary for the construction of the hulls of iron or steel, and the steam engines which are placed in vessels, if made at our iron works and workshops, would constitute an important industry. The construction proper of the hulls, fitting of plates, and riveting, would demand the cooperation of numerous blacksmiths, riveters, mechanics, and laborers in our shipyards. It may be estimated that the cost of a steamship of 1,000,000 francs may be divided as follows:

|                                                 | Francs.     |
|-------------------------------------------------|-------------|
| Iron, steel, plates, angles, engines, etc ..... | 540, 000    |
| Actual hand labor .....                         | 270, 000    |
| General expenses .....                          | 190, 000    |
| Total .....                                     | 1, 000, 000 |

Assuredly, if we had numerous and well-organized shipyards and an army of laborers well trained for the delicate work of shipbuilding, it would be a great advantage to our navy—in time of peace for the construction of new ships, in time of war for repairs. Private industry can be a powerful ally to the Government for the construction of men of war, as in general it is able to build quicker and cheaper than the navy-yards. It knows how to apply that practical spirit which characterizes it where the personal supervision of the chiefs and the skill of the workmen enable them to produce marvels of rapidity and cheapness. The day when we shall have many shipyards always supplied with orders we shall see great progress, both in the value of our workmen, who will be able to produce better results, and in the cost of our vessels, which will undergo a large reduction even if only in general expenses, for these, being spread over a larger area of work, may be reduced one-half. Our shipyards and shops employ already 20,000 workmen, without counting the Government yards. This number might be largely increased, and it would be wise from any standpoint to encourage the industry of shipbuilding, to which might be paid for a certain number of years bounties, which would be largely compensated by corresponding reductions in our naval appropriation.

## NAVIGATION.

But it is not enough to have the shipyards well employed; it is necessary that the ships they build should be employed in regular and profitable navigation. This question of navigation presents an interest at least equivalent to that of construction. It is calculated that oversea navigation and the international coasting trade employs in the neighborhood of 25,000 men, distributed as follows:

|                                |         |
|--------------------------------|---------|
| Sailors and mariners .....     | 17, 531 |
| Machinists, stokers, etc ..... | 5, 647  |
| Total .....                    | 23, 178 |

Then there are—

|                                                          |         |
|----------------------------------------------------------|---------|
| Men employed in domestic coasting trade .....            | 7, 496  |
| Men employed in the deep-sea fisheries .....             | 8, 716  |
| Men employed in the small fisheries .....                | 44, 493 |
| Men employed in towing, pilotage, and port service ..... | 3, 789  |
| Total .....                                              | 64, 494 |



Our naval conscription amounts in all to 157,000 men, distributed as follows:

|                                              |          |
|----------------------------------------------|----------|
| To the navy .....                            | 25, 000  |
| To oversea service .....                     | 14, 000  |
| To international and domestic coasting ..... | 30, 000  |
| To fisheries and unemployed .....            | 38, 000  |
| Total .....                                  | 157, 000 |

Of this number it is calculated that there are 100,000 able-bodied seamen regularly enrolled, and 57,000 provisionally enrolled or outside the service, less than 20 or more than 50 years of age. All these do not go to sea, but a larger number would do so if we had the advantage of ships flying the French flag, and at any rate the pay of this excellent and patriotic class would be much higher if we had a larger number of ships. The pay of our sailors varies from 60 to 65 francs a month at sea. In England, on account of the larger number of vessels, it has risen to nearly 100 francs a month. But besides the interests of the common sailors, that of the captains and officers is worthy of consideration. The merchant marine is really a nursery for energetic men, devoted slaves to duty, and capable in the hour of danger of rendering great service to our country.

#### PREVIOUS LEGISLATION.

After having demonstrated the usefulness to the nation of the merchant marine, and shown that it represents two distinct interests, that of construction and that of navigation, let us see what has already been done by legislation to assure its prosperity. The act of May 19, 1866, was the principal source of the laws now regulating the merchantmarine. This law abolished the discriminating tax on the flag, already impaired by our commercial treaties. In order to permit our shipowners to contend on equal terms with foreigners, it was necessary to accord them the means of securing the instruments to carry on their work at the same prices as their rivals—so was authorized in France the admittance to registry of foreign-built ships, subject to a duty of 2 francs per ton.

In exempting almost wholly foreign-built ships from customs duty the law granted to shipbuilders the same exemption on necessary raw materials, admitting free of duty all materials entering into the construction, supply, and equipment of seagoing vessels. This law of 1866, made from the standpoint of navigation entirely, subjected French construction to ruinous competition, so an amendment was made January 30, 1872, reestablishing the discriminating tax on the flag and the custom-house duties on foreign-built ships. But these measures had had the double inconvenience of placing the shipowner in an inferior position by raising, through custom-house duties, the price of ships, and raising freight rates, which raised the cost of our importations also—a double effect, very injurious both to our commerce and industry. It became necessary to consider also reprisals which some foreign countries did not hesitate to impose. The act of July 28, 1873, abrogated the discriminating tax on the flag, which all the world condemned, as well as the custom-house duties on vessels. Article 2 of this act says:

“The Government shall appoint a commission to study the most efficacious means of aiding the merchant marine and assuring its prosperity.”

This commission was appointed by the act of October 15, 1873, and its actions were reviewed in a remarkable report of M. Dupuy de Lome, July 15, 1874, which has served as a basis for our bounty legislation.

From 1876 to 1879 many propositions relating to the merchant marine were presented by MM. Trystram, Le Cesne, and La Chambre, and after a long discussion, which took place in 1880 and 1881 in the Chamber of Deputies and the Senate, the law of January 29, 1881, was passed, of which articles 9 and 10 have been extended for a year, the first time with a slight modification by the act of July 31, 1890, and a second time by the act of January 25, 1892, up to July 31, 1892.

The law accords to shipbuilders as compensation for custom-house duties the following bounties: Iron and steel ships, 60 francs per gross ton; wooden ships 200 tons or more, 20 francs per gross ton; wooden ships less than 200 tons, 10 francs per gross ton; composite, 40 francs per gross ton. For engines, machinery, boilers, etc., 12 francs per 100 kilos. Besides which is allowed to French sailing and steam ships, by way of compensation for the obligations imposed on the merchant marine for the recruiting and service of the navy, and for foreign voyages only, a bounty of 1 franc 50 centimes a net ton, for every 1,000 miles run, for ships of French construction, and a half bounty of 75 centimes for foreign-built ships, with an annual decrease of 5 centimes and 2½ centimes per ton, respectively. This last half bounty has been provisionally suspended by the act of July 31, 1890, for ships not registered at the time the act was promulgated.



## RESULTS OF THE ACT OF JANUARY 29, 1881, UPON SHIPBUILDING.

We must now see if this act of 1881 has produced the results expected.

In so far as French shipbuilding is concerned, these results have not been favorable. Certainly by article 4 this act accorded to shipbuilders, by way of compensation for the custom-house tariffs imposed upon them, certain important benefits, but the true advantage the act wished to reserve for shipbuilders was contained in article 9, and consisted in the bounty of 1 franc 50 centimes per net ton for each 1,000 miles traversed, which was accorded to vessels of French construction, while foreign-built vessels were allowed only a half bounty of 75 centimes. This difference in bounty should, in the opinion of the legislators of 1881, have induced shipowners to have their vessels built in France, even if they cost more. In reality the difference of 75 centimes in the bounty allowed in favor of French-built ships amounted, perhaps, to 125 francs a ton (gross) for steamships and 62 francs 50 centimes for sailing vessels, and allowed the owner to pay that much more to the French constructor, to find himself in the same condition as if he had bought a foreign-built vessel and had had her admitted to French registry at a reduced tax of 2 francs per ton. We estimate this sum of 125 francs by taking the bounty of 75 centimes for 1,000 miles run, and by net tonnage for a run of 40,000 miles per year, and at the rate of  $62\frac{1}{2}$  francs, which would be the average for ten years, representing 166 francs per net ton and 125 francs per gross ton. But if we calculate the bounty for a steamship which runs but 30,000 miles a year, or for a sailing vessel which runs about 15,000, the product naturally diminishes with the diminution of the distance run, and the bounty of 75 centimes or  $62\frac{1}{2}$  centimes on the average for ten years represents only 94 francs per gross ton for the steamer and  $62\frac{1}{2}$  francs per gross ton for the sailing vessel. Where the sum of 125 francs might, perhaps, be considered as sufficient in the first case, that of 94 francs, and particularly that of  $62\frac{1}{2}$  francs, has not been so in the two others, and the result has been that the French owners have generally found it more to their advantage to buy their ships in England rather than have them built in France.

The following table indicates the number and tonnage of vessels, of both French and foreign build, built or bought during the existence of the act—from 1881 to 1890:

*Comparative table of French and foreign construction from 1881 to 1890.*

|                                          | French built. |                | Foreign built. |                |
|------------------------------------------|---------------|----------------|----------------|----------------|
|                                          | Num-ber.      | Gross tonnage. | Num-ber.       | Gross tonnage. |
| <b>STEAMSHIPS.</b>                       |               |                |                |                |
| Iron or steel.....                       | 393           | 307, 626       | 317            | 332, 627       |
| Wood.....                                | 57            | 2, 113         | 33             | 1, 954         |
| Composite.....                           | 5             | 612            | 4              | 291            |
| Total.....                               | 455           | 310, 351       | 354            | 334, 912       |
| <b>SAILING VESSELS.</b>                  |               |                |                |                |
| More than 200 tons:                      |               |                |                |                |
| Iron or steel.....                       | 120           | 22, 079        | 47             | 49, 433        |
| Wood.....                                | 43            | 15, 943        | 87             | 36, 119        |
| Less than 200 tons:                      |               |                |                |                |
| Iron and steel.....                      | 2             | 190            | 1              | 66             |
| Wood.....                                | 6, 780        | 80, 342        | 596            | 19, 272        |
| Composite.....                           |               |                | 1              | 26             |
| Total.....                               | 6, 945        | 118, 554       | 732            | 104, 916       |
| Total built or bought from 1881 to 1890: |               |                |                |                |
| Iron.....                                | 515           | 329, 895       | 365            | 382, 126       |
| Wood.....                                | 6, 880        | 98, 398        | 710            | 57, 385        |
| Composite.....                           | 5             | 612            | 5              | 317            |
| Total.....                               | 7, 400        | 428, 905       | 1, 086         | 439, 821       |

It will be seen that steamers of iron or steel to the amount of 307,626 tons have been built in France; but for ships belonging to subsidized mail lines of which the construction in France is obligatory, we must deduct 124,000 tons. After this deduction there remain but 183,626 tons built in France under the act of 1881, while steel or iron steamers foreign built or bought amounted to 332,627 tons. For iron sailing vessels the difference is still greater:

|                                           | Tons.   |
|-------------------------------------------|---------|
| French built.....                         | 22, 079 |
| Foreign built.....                        | 49, 433 |
| Difference in favor of foreign built..... | 27, 352 |



Wooden ships play a smaller part each year. There have been built in France sailing vessels to the amount of 96,285 tons, against 55,391 tons foreign bought, but they are vessels under 200 tons; that is to say, fishing smacks, for the most part. These facts give evident proof of the insufficiency of the act of 1881 so far as ship-building is concerned. The advantages accorded have not met the expectations of the legislators.

It is estimated that steamships cost ordinarily in England 300 francs per gross ton, while the same ships cost 420 francs per gross ton in France. Besides the difference in the bounty in favor of French ships, a difference which scarcely pays the extra 120 francs a ton in the cost of a ship, it can not be denied that the English shipyards offer other advantages. The completeness and size of their plants, and the great number of ships often built from the same model, permit them to build much more quickly than in France. Time is precious in navigation, when some regular line has to replace a lost ship as quickly as possible, and England, which is a veritable bargain counter of ships, finished or nearly finished, offers advantages which are not to be lost sight of. All these reasons explain why the act of 1881 has not given sufficient results; but let us hasten to remark that without this act our shipyards would have completely disappeared. The sacrifices which have been made, and which have amounted on the average annually during ten years to 2,679,766 francs for construction, have not been useless; they have only been insufficient.

The following table will give in detail the bounties paid to construction from 1881 to 1890:

*Construction bounties from 1881 to 1890.*

| Vessels, etc.                                    | 1881.        |                             | 1882.        |                             | 1883.        |                             |
|--------------------------------------------------|--------------|-----------------------------|--------------|-----------------------------|--------------|-----------------------------|
|                                                  | Tons.        | Bounty.                     | Tons.        | Bounty.                     | Tons.        | Bounty.                     |
| Wood:                                            |              |                             |              |                             |              |                             |
| Under 200 tons (10 francs).....                  | 7,867.46     | <i>Francs.</i><br>78,674.66 | 8,619.46     | <i>Francs.</i><br>86,194.60 | 7,906.05     | <i>Francs.</i><br>79,060.50 |
| Over 200 tons (20 francs).....                   | 834.29       | 16,685.80                   | 1,695.91     | 33,918.20                   | 895.21       | 17,904.20                   |
| Composite (40 francs).....                       |              |                             |              |                             |              |                             |
| Iron or steel (60 francs).....                   | 9,776.37     | 586,582.20                  | 58,186.80    | 3,491,208.00                | 38,416.44    | 2,304,986.40                |
| Total.....                                       | 18,478.12    | 681,942.66                  | 68,502.17    | 3,611,320.80                | 47,217.70    | 2,401,951.10                |
| Engines (12 francs per 100 kilos).....           | 1,612,093.00 | 193,451.16                  | 6,858,042.90 | 822,965.14                  | 5,166,172.80 | 610,940.74                  |
| Repairs of boilers (8 francs per 100 kilos)..... | 943,821.94   | 75,505.75                   | 1,328,881.00 | 106,310.48                  | 1,730,076.00 | 138,406.08                  |
| Grand total.....                                 |              | 950,899.57                  |              | 4,540,596.42                |              | 3,160,297.92                |

| Vessels, etc.                                    | 1884.        |                             | 1885.        |                             | 1886.        |                             |
|--------------------------------------------------|--------------|-----------------------------|--------------|-----------------------------|--------------|-----------------------------|
|                                                  | Tons.        | Bounty.                     | Tons.        | Bounty.                     | Tons.        | Bounty.                     |
| Wood:                                            |              |                             |              |                             |              |                             |
| Under 200 tons (10 francs).....                  | 9,545.44     | <i>Francs.</i><br>95,454.40 | 6,549.78     | <i>Francs.</i><br>65,497.80 | 7,441.90     | <i>Francs.</i><br>74,419.00 |
| Over 200 tons (20 francs).....                   | 2,345.17     | 46,903.40                   | 2,735.24     | 54,704.80                   | 1,189.05     | 23,781.00                   |
| Composite (40 francs).....                       | 13.11        | 524.40                      |              |                             |              |                             |
| Iron or steel (60 francs).....                   | 54,667.95    | 3,280,077.00                | 11,573.73    | 694,423.80                  | 31,707.80    | 1,902,468.00                |
| Total.....                                       | 66,571.67    | 3,422,959.20                | 20,858.75    | 814,626.40                  | 40,338.75    | 2,000,668.00                |
| Engines (12 francs per 100 kilos).....           | 7,595,385.66 | 911,446.28                  | 1,755,437.63 | 210,652.51                  | 7,507,734.90 | 900,928.16                  |
| Repairs of boilers (8 francs per 100 kilos)..... | 1,882,039.00 | 150,563.12                  | 1,298,420.00 | 103,873.60                  | 1,300,282.00 | 104,022.56                  |
| Grand total.....                                 |              | 4,484,968.60                |              | 1,129,152.51                |              | 3,005,618.72                |



*Construction bounties from 1881 to 1890—Continued.*

| Vessels, etc.                                    | 1887.           |                 | 1888.           |                 | 1889.           |                 |
|--------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                                                  | Tons.           | Bounty.         | Tons.           | Bounty.         | Tons.           | Bounty.         |
| Wood:                                            |                 | <i>Francs.</i>  |                 | <i>Francs.</i>  |                 | <i>Francs.</i>  |
| Under 200 tons (10 francs).....                  | 5, 219. 54      | 52, 195. 40     | 7, 969. 97      | 79, 699. 70     | 6, 503. 03      | 65, 030. 30     |
| Over 200 tons (20 francs).....                   | 766. 39         | 15, 327. 80     | 420. 60         | 8, 412. 00      | 613. 69         | 12, 273. 80     |
| Composite (40 francs).....                       |                 |                 |                 |                 |                 |                 |
| Iron or steel (60 francs).....                   | 15 643. 13      | 938, 587. 80    | 24, 448. 72     | 1, 466, 923. 20 | 35, 341. 70     | 2, 120, 502. 00 |
| Total.....                                       | 21 629. 06      | 1, 006, 111. 00 | 32, 839. 29     | 1, 555, 034. 90 | 42, 458. 42     | 2, 197, 806. 10 |
| Engines (12 francs per 100 kilos).....           | 2, 876, 587. 50 | 345, 190. 50    | 4, 435, 581. 09 | 532, 269. 73    | 6, 616, 206. 25 | 793, 944. 75    |
| Repairs of boilers (8 francs per 100 kilos)..... | 1, 327, 266. 00 | 106, 181. 28    | 1, 620, 686. 50 | 129, 654. 92    | 784, 414. 00    | 62, 753. 12     |
| Grand total.....                                 |                 | 1, 457, 482. 78 |                 | 2, 216, 959. 55 |                 | 3, 054, 403. 97 |

| Vessels, etc.                                    | 1890.           |                 | Total.           |                  |
|--------------------------------------------------|-----------------|-----------------|------------------|------------------|
|                                                  | Tons.           | Bounty.         | Tons.            | Bounty.          |
| Wood:                                            |                 | <i>Francs.</i>  |                  | <i>Francs.</i>   |
| Under 200 tons (10 francs).....                  | 7, 226. 29      | 72, 262. 90     | 74, 848. 92      | 748, 389. 26     |
| Over 200 tons (20 francs).....                   | 2, 380. 39      | 47, 607. 80     | 13, 875. 94      | 277, 518. 80     |
| Composite (40 francs).....                       | 72. 54          | 2, 901. 60      | 85. 65           | 3, 426. 00       |
| Iron or steel (60 francs).....                   | 30, 577. 55     | 1, 834, 653. 00 | 310, 340. 19     | 18, 620, 411. 40 |
| Total.....                                       | 40, 256. 77     | 1, 957, 425. 30 | 399, 150. 70     | 19, 649, 845. 40 |
| Engines (12 francs per 100 kilos).....           | 5, 922, 274. 40 | 710, 672. 92    | 50, 345, 516. 13 | 6, 041, 461. 89  |
| Repairs of boilers (8 francs per 100 kilos)..... | 1, 613, 607. 00 | 129, 090. 96    | 13, 829, 523. 44 | 1, 106, 361. 87  |
| Grand total.....                                 |                 | 2, 797, 189. 18 |                  | 26, 797, 669. 22 |

## RESULTS OF THE ACT OF JANUARY 29, 1881, FOR NAVIGATION.

So far as it concerns navigation we can affirm that the results, without being very considerable, have been satisfactory. Our steam and sail merchant marine, exclusive of coasting fishing boats, consisted in 1880 of 15,058 ships, measuring 919,289 tons, and in 1890 of 15,111 ships, measuring 944,013 tons, a gain of 53 ships, measuring 24,713 tons. But in order to make a real comparison of these two periods we must separate the sailing and the steam vessels. There were, in 1880, 14,406 sailing vessels, measuring 641,539 tons, and in 1890, 14,000 sailing vessels, measuring 444,092 tons, a loss of 406 sailing vessels, measuring 197,447 tons. It is well to note that these numbers comprise all vessels, even those of the smallest tonnage, and one must not draw conclusions from them in so far as vessels in foreign trade are concerned. There has been without doubt a large diminution, but it results not from men or legislation, but from progress, which for many years has been steadily substituting steam for sail, as the following table will show:

*French merchant marine from 1850 (excluding coastwise fishing boats).*

| Year.     | Sail.    |          | Steam.   |          | Total.   |             |
|-----------|----------|----------|----------|----------|----------|-------------|
|           | Vessels. | Tons.    | Vessels. | Tons.    | Vessels. | Tons.       |
| 1850..... | 14, 228  | 674, 205 | 126      | 13, 925  | 14, 354  | 668, 130    |
| 1860..... | 14, 608  | 928, 099 | 314      | 68, 025  | 14, 922  | 996, 124    |
| 1866..... | 15, 230  | 915, 034 | 407      | 129, 777 | 15, 637  | 1, 044, 811 |
| 1872..... | 15, 062  | 911, 613 | 512      | 177, 462 | 15, 574  | 1, 089, 075 |
| 1874..... | 15, 002  | 840, 726 | 522      | 194, 546 | 15, 524  | 1, 037, 272 |
| 1876..... | 14, 861  | 798, 836 | 546      | 213, 449 | 15, 407  | 1, 012, 285 |
| 1878..... | 14, 939  | 730, 075 | 588      | 245, 808 | 15, 527  | 975, 883    |
| 1880..... | 14, 406  | 641, 539 | 652      | 277, 759 | 15, 058  | 919, 298    |
| 1882..... | 14, 368  | 566, 789 | 832      | 416, 228 | 15, 200  | 983, 017    |
| 1884..... | 14, 414  | 522, 757 | 938      | 511, 072 | 15, 352  | 1, 033, 829 |
| 1886..... | 14, 400  | 492, 807 | 951      | 500, 484 | 15, 351  | 993, 291    |
| 1888..... | 14, 263  | 451, 272 | 1, 015   | 509, 801 | 15, 278  | 961, 073    |
| 1889..... | 14, 128  | 440, 051 | 1, 066   | 492, 684 | 15, 194  | 932, 735    |
| 1890..... | 14, 001  | 444, 092 | 1, 110   | 499, 921 | 15, 111  | 944, 013    |



In regard to these sums, and to show that it is not a situation peculiar to France, but a general evolution affecting all countries, see the following interesting table:

*World's merchant marine (Bureau Veritas).*

| Country.           | Sail         |              |              | Steam.       |              |              |
|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                    | 1873.        | 1880.        | 1890.        | 1873.        | 1880.        | 1890.        |
|                    | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| Great Britain..... | 5,320,089    | 5,486,666    | 3,693,650    | 1,716,071    | 2,773,082    | 5,106,581    |
| United States..... | 2,132,839    | 2,048,975    | 1,445,016    | 313,623      | 389,937      | 375,950      |
| Norway.....        | 1,137,177    | 1,131,721    | 1,405,934    | 28,870       | 49,067       | 176,419      |
| Italy.....         | 1,126,032    | 913,782      | 655,640      | 54,381       | 72,813       | 185,796      |
| Germany.....       | 893,952      | 953,856      | 706,475      | 142,384      | 203,322      | 636,182      |
| France.....        | 768,059      | 541,853      | 298,787      | 200,894      | 277,781      | 484,990      |
| Spain.....         | 540,211      | 325,036      | 253,426      | 90,919       | 135,814      | 273,819      |
| Russia.....        | 347,744      | 426,226      | 455,907      | 45,780       | 82,834       | 116,742      |
| Sweden.....        | 327,409      | 399,237      | 273,357      | 36,746       | 69,292       | 126,642      |
| Greece.....        | 392,894      | 321,777      | 299,473      | 2,533        | 9,526        | 44,424       |
| Holland.....       | 397,232      | 332,750      | 234,787      | 52,256       | 80,652       | 149,355      |
| Denmark.....       | 170,834      | 177,639      | 145,862      | -----        | 47,844       | 103,578      |
| Austria.....       | 336,113      | 239,790      | 120,739      | -----        | 62,114       | 96,503       |

An analysis of this last table will show that, except Norway and Russia, all countries have seen their sailing vessels diminish very fast, and that it is nothing abnormal that the sailing vessels of our merchant marine have diminished as we have shown. But let us examine the condition of our merchant marine as regards steamships. There were in 1880, 652 ships, measuring 277,759 tons net, and in 1890, 1,110 ships, measuring 499,921 tons net, a gain of 452 ships, measuring 222,162 tons net. The increase, then, of our steamships is very great, and the carrying power of our merchant fleet shows still greater increase, as it is generally conceded that the carrying power of a steamship is three times that of a sailing vessel. The sums which have been cited are those furnished by the official statements of the custom-houses, but as they comprise all our ships without distinction between the divers kinds of navigation, mingling subsidized mail ships and those not subsidized, they do not give, perhaps, a sufficiently clear idea of the effects produced by the act of 1881. This act, in allowing a bounty according to distance run, was a progressive one, having in view principally the development of our merchant steamships, and should be viewed from the standpoint of steamers not subsidized, and particularly those of large tonnage. A comparison made from this standpoint, taking into account only steamers of 1,000 tons (gross) and over and leaving out from these subsidized vessels upon which the act of 1881 had no effect, as they could not participate in the bounty, shows that we had in 1881, 47 steamships, measuring 72,985 gross tons, and in 1891, 215 steamships, measuring 458,418 gross tons, a gain of 168 large steamships, measuring 380,433 gross tons. Such were the results concerning our steamships. It remains to find out those concerning the movement of navigation.

The following table will show the movement of navigation, steam and sailing ships together, entered and cleared:

*Combined entries and clearances in France.*

[Steam and sail united.]

|                           | 1880.        | 1890.        |
|---------------------------|--------------|--------------|
| <i>Tons.</i>              | <i>Tons.</i> | <i>Tons.</i> |
| Over-sea:                 |              |              |
| French vessels.....       | 1,193,000    | 1,948,000    |
| Foreign vessels.....      | 2,973,000    | 2,978,000    |
| Total.....                | 4,166,000    | 4,926,000    |
| Europe and Mediterranean: |              |              |
| French vessels.....       | 3,321,000    | 3,552,000    |
| Foreign vessels.....      | 9,411,000    | 11,671,000   |
| Total.....                | 12,732,000   | 15,223,000   |
| Grand total.....          | 16,898,000   | 20,149,000   |



An analysis of this table shows that in the movement of our navigation the French flag was carried over-sea in 1880 by 28 per cent, and in 1890 by 39 per cent; coasting trade, Europe and Mediterranean, in 1880 by 26 per cent, and in 1890 by 23½ per cent. Navigation under the French flag has increased for long voyages—which alone can participate in the advantages of the bounty—from 28 to 39 per cent, which is a considerable gain, while it has fallen off in the international coasting trade from 26 to 23½ per cent. These two examples, compared, show the influence the act of 1881 has had on navigation under the French flag.

But if we wish to go into details and to render a practical statement of the advantages realized in the last ten years it will be sufficient to state that in 1881, outside of subsidized mail lines, there were only two regular steamship lines (over-sea) flying the French flag—that of the Chargeurs Réunis du Havre and that of the Transports Maritimes à Marseille, both running to Brazil and La Plata—while in 1891 there were the following lines:

French lines without postal subsidy to—

|                                        |   |
|----------------------------------------|---|
| Brazil and La Plata .....              | 5 |
| New York .....                         | 3 |
| Senegal .....                          | 3 |
| West coast of Africa .....             | 2 |
| Tonkin .....                           | 1 |
| Chile, Peru, and Ecuador .....         | 1 |
| Réunion, Tamatave, and Mauritius ..... | 1 |
| New Orleans .....                      | 1 |
| West Indies and Mexico .....           | 1 |
| West Indies and Colon .....            | 1 |

Total ..... 19

Finally, to finish the comparative examination of the two epochs, and show the influence of the act of 1881 on our sea commerce, examine the following table, which will be found very interesting:

*French commerce by sea.*

| Imports and exports.             | Imports.       |                | Exports.       |                | Imports and exports combined. |                |
|----------------------------------|----------------|----------------|----------------|----------------|-------------------------------|----------------|
|                                  | 1880.          | 1890.          | 1880.          | 1890.          | 1880.                         | 1890.          |
| French vessels:                  | <i>Francs.</i> | <i>Francs.</i> | <i>Francs.</i> | <i>Francs.</i> | <i>Francs.</i>                | <i>Francs.</i> |
| From Algiers.....                | 118,000,000    | 192,700,000    | 193,000,000    | 207,000,000    | 311,000,000                   | 399,700,000    |
| Colonies .....                   | 103,100,000    | 95,900,000     | 88,400,000     | 127,700,000    | 191,500,000                   | 223,600,000    |
| Deep-sea fisheries...            | 22,200,000     | 30,700,000     | 4,500,000      | 5,200,000      | 26,700,000                    | 36,100,000     |
| Foreign countries...             | 1,125,000,000  | 1,256,400,000  | 1,078,200,000  | 1,453,800,000  | 2,203,200,000                 | 2,710,200,000  |
| Total .....                      | 1,368,300,000  | 1,575,700,000  | 1,359,100,000  | 1,793,900,000  | 2,632,400,000                 | 3,369,600,000  |
| Foreign vessels.....             | 2,754,300,000  | 2,245,800,000  | 1,704,700,000  | 1,512,700,000  | 4,459,000,000                 | 3,758,500,000  |
| Grand total.....                 | 4,122,600,000  | 3,821,500,000  | 3,063,800,000  | 3,306,600,000  | 7,091,400,000                 | 7,128,100,000  |
| Per cent under French flag ..... | 33.1           | 41.2           | 44.3           | 54.3           | 37.1                          | 47.3           |

From the standpoint of navigation the act of 1881 has been very satisfactory, and it is interesting to note that over-sea navigation has largely increased. But while stating that the part the French flag has in the movement of over-sea navigation passed from 28 per cent in 1880 to 39 per cent in 1890, we must admit that in the same period it has fallen from 26 to 23½ per cent in the international coasting trade. The influence of the act, as it applies to long voyages, is certain, but while the results are favorable they are incomplete, and we must still extend its benefits to that interesting and important part of our navigation, the international coasting trade.

As to the sacrifices which have been borne by the budget, in allowing bounties to navigation during the operation of the act of 1881—during the ten years from 1881 to 1890—the following table will give them in detail:



*Bounties allowed from 1881 to 1890.*

## FRENCH-BUILT IRON AND STEEL VESSELS.

| Year.      | Vessels. | Voyages. | Tons.        | Miles.     | Bounties.      |
|------------|----------|----------|--------------|------------|----------------|
|            |          |          |              |            | <i>Francs.</i> |
| 1881 ..... | 98       | 114      | 96,217.92    | 1,480,991  | 2,037,909.01   |
| 1882 ..... | 119      | 296      | 159,714.38   | 3,278,924  | 3,831,306.97   |
| 1883 ..... | 122      | 323      | 154,546.35   | 3,390,671  | 5,278,784.42   |
| 1884 ..... | 127      | 329      | 172,401.27   | 3,313,795  | 5,671,123.12   |
| 1885 ..... | 121      | 321      | 165,552.21   | 3,293,270  | 5,155,939.79   |
| 1886 ..... | 117      | 319      | 165,216.00   | 3,009,788  | 5,363,583.72   |
| 1887 ..... | 121      | 362      | 167,037.10   | 3,335,930  | 6,024,405.13   |
| 1888 ..... | 137      | 372      | 172,424.07   | 3,569,636  | 6,131,925.95   |
| 1889 ..... | 131      | 439      | 190,821.05   | 3,542,767  | 6,322,853.19   |
| 1890 ..... | 124      | 416      | 177,572.31   | 3,228,231  | 5,650,553.77   |
| Total..... | 1,217    | 3,291    | 1,621,502.66 | 31,444,303 | 51,468,385.07  |

## FOREIGN-BUILT IRON AND STEEL VESSELS.

|            |     |       |            |            |               |
|------------|-----|-------|------------|------------|---------------|
| 1881 ..... | 6   | 8     | 11,256.06  | 91,363     | 128,512.47    |
| 1882 ..... | 24  | 52    | 40,787.45  | 599,022    | 836,584.04    |
| 1883 ..... | 42  | 110   | 73,402.37  | 1,213,382  | 1,715,198.76  |
| 1884 ..... | 48  | 118   | 78,707.40  | 1,263,516  | 1,561,152.94  |
| 1885 ..... | 50  | 119   | 72,059.03  | 1,362,078  | 1,331,488.00  |
| 1886 ..... | 40  | 131   | 64,507.26  | 1,176,438  | 1,328,051.96  |
| 1887 ..... | 41  | 137   | 72,001.43  | 1,125,617  | 1,317,065.64  |
| 1888 ..... | 53  | 138   | 80,853.25  | 1,279,178  | 1,473,848.30  |
| 1889 ..... | 58  | 186   | 91,169.67  | 1,564,368  | 1,666,081.02  |
| 1890 ..... | 79  | 225   | 123,069.37 | 1,938,442  | 1,877,744.40  |
| Total..... | 441 | 1,224 | 714,813.29 | 11,613,404 | 13,235,727.53 |

## FRENCH-BUILT WOODEN VESSELS.

|            |       |       |            |            |              |
|------------|-------|-------|------------|------------|--------------|
| 1881 ..... | 347   | 362   | 122,826.68 | 3,143,586  | 813,571.03   |
| 1882 ..... | 424   | 617   | 150,232.60 | 7,039,942  | 1,784,994.71 |
| 1883 ..... | 371   | 604   | 122,252.20 | 6,169,125  | 1,455,960.47 |
| 1884 ..... | 365   | 580   | 124,461.89 | 5,671,819  | 1,339,278.94 |
| 1885 ..... | 321   | 561   | 106,262.67 | 4,556,488  | 1,055,755.88 |
| 1886 ..... | 283   | 467   | 92,740.74  | 3,754,288  | 856,627.49   |
| 1887 ..... | 272   | 445   | 84,768.59  | 3,683,517  | 840,995.73   |
| 1888 ..... | 223   | 357   | 67,930.18  | 2,916,984  | 557,775.76   |
| 1889 ..... | 195   | 427   | 57,067.87  | 2,524,549  | 468,574.65   |
| 1890 ..... | 192   | 408   | 56,760.19  | 2,364,710  | 451,577.46   |
| Total..... | 2,993 | 4,828 | 985,303.61 | 41,825,008 | 9,925,122.12 |

## FOREIGN-BUILT WOODEN VESSELS.

|            |     |     |           |           |            |
|------------|-----|-----|-----------|-----------|------------|
| 1881 ..... | 1   | 1   | 299.35    | 11,488    | 902.72     |
| 1882 ..... | 4   | 6   | 1,220.27  | 42,773    | 5,811.24   |
| 1883 ..... | 6   | 9   | 1,971.34  | 96,479    | 15,349.02  |
| 1884 ..... | 14  | 19  | 4,095.02  | 147,080   | 17,778.49  |
| 1885 ..... | 18  | 27  | 5,140.42  | 202,856   | 24,097.97  |
| 1886 ..... | 24  | 36  | 6,563.72  | 291,276   | 30,086.83  |
| 1887 ..... | 24  | 44  | 6,279.60  | 330,748   | 31,016.41  |
| 1888 ..... | 28  | 30  | 7,281.20  | 283,832   | 27,913.27  |
| 1889 ..... | 31  | 60  | 9,799.16  | 343,678   | 29,022.18  |
| 1890 ..... | 36  | 59  | 12,562.92 | 445,724   | 38,614.82  |
| Total..... | 186 | 291 | 55,213.00 | 2,195,934 | 220,592.95 |

## GENERAL TOTAL OF BOUNTIES ALLOWED FROM 1881 TO 1890.

Iron ships:

*Francs.*

French built ..... 51,468,385.07  
 Foreign built ..... 13,235,727.53

Wooden ships:

French built ..... 9,625,122.12  
 Foreign built ..... 220,592.95

Total ..... 74,549,827.67



An average of about 7,454,982 francs per year.

These tables, comprising at once steam and sailing vessels, are therefore not entirely clear. It is very desirable that the custom-house should in future make a distinction between steam and sailing vessels.

#### NECESSARY MODIFICATIONS.

After having examined the results of the act of 1881 and stated its advantages and inadequacies, this commission is charged to seek out such modifications as may be desirable and report them, that the Government may so act as to produce the results the country has a right to expect.

#### SHIPBUILDING.

For shipbuilding we have been obliged to concede that the act is inadequate. Until French ship yards have been developed and have a regular and important trade it is impossible for them to build under the same conditions as foreign yards. English yards especially obtain raw materials on much more favorable terms than ours. At the present time plates cost in England 15 francs per 100 kilos against 23 to 25 francs in France; while as to coal, their prices are much less than ours. Without doubt hand labor is cheaper in France, where riveters and smiths are paid 5 to 6 francs per day, while in England they receive an average of 12 to 15 francs, but the English workman, almost always paid by the piece, turns out a larger production, which compensates to a great degree for the higher wages. Finally, general expenses, which are one of the most important factors in the cost of shipbuilding, are much less in England. The workshops and ship yards are in general established under much simpler and more economical conditions. They not only try to do good work, but they build practically and cheaply, which reduces charges for interest and depreciation. The force is generally much less; engineers and chief engineers are rare; the same models and plans are utilized many times; orders are plentiful, and many ships or engines are under construction at once, with the result that the general expenses are much less, because they are spread over a larger amount of work. It may be estimated that general expenses are one-half less in England than in France. Under these conditions competition on equal terms is impossible.

Experience of the act of 1881 teaches that the bounty of 60 francs a ton, even with the addition of the larger navigation bounty for ships of French build, is not sufficient. Doubtless for the first few years our ship yards had orders because the owners had in view the receiving of a navigation bounty for at least eight to ten years, but as the limit of the operation of the law approached orders become rarer, because nobody dared to build a ship in France, knowing that the navigation bounties were assured for only a few years.

#### DURATION.

The short duration of the act of 1881, which was only made for ten years, is the first condition of inadequacy that should be amended. It is absolutely necessary to reach results to prolong the duration of the new act, and we believe that it would be decidedly advantageous, while fixing the duration at ten years, to provide that all ships built during that period should enjoy the bounty for navigation during the ten years following their construction. In that case owners, certain of receiving the bounty during ten years, would find it to their interest to build at any time during the period of the law, while under the system of the act of 1881 they hasten to build during the first years, at the risk of overcrowding the ship yards, which while raising their prices would even have to refuse orders, while a few years after the period of activity was passed they would find themselves threatened with bankruptcy for lack of orders.

This question of duration is of the highest importance, and the commission has resolved as follows: We will fix a length of ten years to the new law, though, in so far as it concerns construction, no limit of time was set in the act of 1881, but our builders will have the certainty of enjoying the many advantages of the law during a period of ten years, which is preferable to the hope alone of a more lengthy duration.

#### RATE OF BOUNTY FOR HULLS.

As to the rate of the construction bounty, the sum of 60 francs per gross ton for hulls of iron or steel is insufficient. Doubtless this amount compensates and more for the custom-house duties on materials employed; but experience of the law of 1881 has proved that this bounty is not sufficient to induce owners to build in France rather than in England. At the time that the government, driven to it by a majority of this country, entered into a system not only of strict compensation but



great protection of national industry, why did it not treat the great industry of ship-building in the same manner as all other branches of industrial activity, and afford to it the advantages necessary to its life and prosperity? Your commission has thought and considered that maritime construction not only furnishes a considerable amount of direct work, in employing a great number of laborers, but further, that it is one of the best customers for furnaces and metal foundries, and that it thus assures a large amount of work to metal workers, as well as to miners.

The commission thinks that a serious effort should be made which will permit this industry, so important to national glory, to enter upon an era of prosperity. But thinking of the expense and wishing to burden the budget, already so heavy, as little as possible, it seems to us possible to convert into a bounty for construction a part of the bounty for navigation, which, according to the act of 1881, is divided in a certain measure between the constructor and the owner. We think it would be possible to reduce the bounty to navigation from 1.50 francs and 75 centimes to 1.30 francs and 65 centimes per net ton for per 1,000 miles run, and to increase on the other hand the direct bounty for construction of 60 francs per net ton and to make it 120 francs for iron and steel steamers and 100 francs for sailing vessels. This increase in favor of construction is very much greater than the decrease to navigation, which represents in the neighborhood of one-third for steamships and one-half for sailing vessels. But we think it would be wise to definitely establish this great industry in France, which in time of war would more than compensate for the sacrifices made in time of peace. As far as concerns the construction of wooden ships the bounty of 10 francs accorded them by the act of 1881 for ships of less than 200 tons and 20 francs for those of more than 200 tons has become absolutely inadequate since the new tariff on woods has been in force. The Government proposes to raise the bounty to 30 and 40 francs, respectively.

Our colleagues, MM. Le Cour, du Perier de Larsan, Cazenove de Pradine, and La Chambre, have proposed an amendment to raise this bounty to 80 francs per ton for all wooden ships, without distinction as to size. Doubtless the builders of wooden ships employ many carpenters and calkers, skilled workmen, who build fishing vessels and those for great and little coasting trade, and even sometimes for over-sea voyages, which are so vitally interesting to us, and merit much consideration; but if we can not permit the bounty of 80 francs, at least let us propose to raise by 10 francs the estimates of the Government, and make the bounty 50 francs for ships of more than 200, and 40 francs for those of less than 200 tons.

#### RATES OF BOUNTY FOR ENGINES AND BOILERS.

As to engines and boilers, an increase should be granted to them to compensate for increased custom-house dues; in place of 12 francs per 100 kilos 15 francs should be allowed as proposed by the Government, and in place of 8 francs for boilers an allowance of 15 francs per 100 kilos should be made, with no distinction as to system. Under these conditions for new construction, as far as repairs or alterations to engines and boilers are concerned, national industry should have an advantage over foreign competition, which would permit it not only to exist, but to develop. Certainly, if foreign rivalry could no longer be exerted, it might be feared that so great a protection might give the constructors a sort of monopoly and lead them to abuse it; but thanks to the permission given to owners to buy or have foreign-built ships, under a custom-house tax of 2 francs per ton and the enjoyment of the half bounty, this difficulty is overcome and the stimulus of competition is enough to permit the owner to turn in need to foreigners in case of too high prices or too long delays.

#### CONSTRUCTION FOR EXPORTATION.

Finally, we should accord the different advantages of which we speak to merchant vessels or men-of-war, so that our constructors can build for foreigners. It will be a means of starting into activity our national work and diminishing accordingly the general expenses of our builders. We think that the allowances should be remitted directly to the constructors, and that they should be paid entirely to them, in order to produce the full effect desired. On this basis French construction will find itself in good condition, and will no doubt make great progress.

#### NAVIGATION.

We have seen that the encouragement given by the act of 1881, so far as navigation is concerned, has been sufficient, since in ten years the over-sea movement under the French flag has increased from 28 per cent to 39 per cent. It would be best, then, to maintain the same principles in the new act as in the old, while making such modifications as would tend to still further better the results. We can and should have the ambition to carry by means of our own vessels the greater part of our transportation, when we see England carrying not only her own but a large proportion of those of



other nations. It is not unreasonable to hope that by making necessary sacrifices we can in fifteen or twenty years carry two-thirds or three-fourths of our maritime transportation.

#### DURATION OF THE ACT.

The modifications which seem necessary to us treat first of the limit of the act. The duration of ten years, fixed by the law of 1881, is insufficient for both navigation and construction. If it can be said that ten years of bounties are a great advantage to a ship and compensate largely for maritime conscription, it must not be forgotten that this advantage only exists in a complete manner for the first years. After the fifth year the owner, having only five years of bounty in perspective, and after that time only two or three perhaps, does not dare to launch into new operations and does not buy any more ships. We could remedy this difficulty, perhaps, by extending the limit of the act to fifteen years, but the same condition would recur—much later, it is true. It would be better to leave the act as it is, only stipulating that all ships built in France or admitted to registry during the limit of the act should enjoy the bounty for ten years. At first sight the objection might be made that if the present law is not extended, ships built or bought the first year would cease to have bounties the eleventh, while those constructed the last year would receive bounties for ten years, which would seemingly place them on an unequal basis. This inequality is more imaginary than real, because the first having drawn the bounty for ten years would be paid off, while the other would not, and their respective situations would be the same.

It can be objected also that ships built after that period would, if the limit were not extended, having neither bounties to receive nor paid up, find themselves in a situation where it would be impossible for them to compete. This is true, but such an outcome is improbable. It is thought, on the contrary, that when this act has run its course, and, as we hope, given good results, it will be extended for another period, which can be shorter and made less expensive to the budget by lowering the bounties.

Your commission, therefore, thinks it would be wise to fix under these conditions the limit of the new act. Construction and navigation would both find it to their advantage.

#### RATE OF BOUNTY.

In taking account of the increase of the bounty to construction, which is necessary and as a consequence permits French constructors to furnish shipowners with ships at much lower rates than formerly, and also taking account of the increase in the real duration of the new law, it has seemed to the commission that it would be possible to reduce in a certain measure the rate of the bounty to navigation and to turn money into the Treasury. We think that this rate might be reduced to 1 franc 30 centimes per net ton for 1,000 miles run for ships built in France and to 65 centimes for foreign-built ships. We believe that these bounties would be sufficient to encourage ship-owning, which in consequence of the increase of the construction bounty will receive a considerable compensation, and more than an equivalent in the reduced price of ships. This diminution of the bounty reduces by 1,000,000 francs the annual expense of the State, but it would be more than compensated by the bounty to construction, which is increased 2,300,000 francs.

#### BASIS OF THE BOUNT

##### *Gross tonnage in place of net tonnage.*

As regards the basis of the bounty, we think there is room for modifying the system of the act of 1881. According to this act bounty is allowed upon the net tonnage. The net tonnage of a ship is the part used for passengers and freight. Gross tonnage, on the contrary, represents the total capacity of a ship. At the time the act of 1881 was passed the measurement of ships was determined in conformity with the regulation of May 24, 1873. This regulation stated that to obtain the net tonnage there must be deducted from the gross tonnage, (1) the spaces comprising the quarters of the crew and certain fixtures on deck, not exceeding in all a twentieth of the gross tonnage; (2) the space occupied by the engines in steamships and that occupied by the coal bunkers. The English law of August 10, 1854, had stipulated that the owners should have the right to deduct a certain fixed percentage for engine space. The regulation of 1873 in article 20 reserved the same advantages for French owners. They may, then, when the actual space occupied by the engines, excluding coal bunkers, does not represent more than 13 to 20 per cent of the gross tonnage, claim the deduction of a percentage of 32 per cent, and when it represents less than 13 per cent and more than 20 per cent the deduction is still more. This is what is called the rule of deduction.



This rule has given rise to the greatest complications and difficulties. All foreign shipowners are interested in making the net tonnage of their vessels as small as possible, because port charges are paid according to the net tonnage. Port charges, which are so very heavy for navigation, are as much reduced as the net tonnage is low. In consequence, legislation of other countries tends constantly to reduce the net tonnage, and many modifications have successively been made to that end. French owners alone have not the same interest. While greatly desiring to pay low port charges, they have, on account of the bounty, great interest in having a large tonnage, and as the latter interest is the greater they give it the preference. Thus they do not profit by the rule of deduction, and consent to pay port charges in the neighborhood of 15 per cent higher for the sake of the higher bounty. In reality they lose a certain portion of their bounty by paying so much higher port charges than their rivals. In many cases this increase is to the interest of foreigners. On the other hand, there are many unfortunate difficulties in establishing the net tonnage. Since the passage of the act of 1881 two new regulations have been issued modifying the regulations of 1873—that of July 21, 1887, treating of percentage of deduction, and that of March 9, 1889, fixing definitely the method of calculating the gross tonnage and determining according to the legislation of other countries new spaces which can be deducted from gross tonnage to get a net tonnage as small as that of foreign ships. According to this regulation, besides the space for the crew it has been decided to deduct the smoking rooms, saloons, refreshment rooms, companionways, skylights, watch room, chart room, wheelhouse, steward's room, ice house, bake house, etc., and in a word all spaces not used for the transportation of freight or passengers. It is probable that soon it will be necessary to still further increase this list, and again, by new legislation, conform to the new rules followed in England according to the act of August 26, 1889.

All these changes worked no benefit to those of our owners who were receiving the navigation bounty. The regulation of 1889 in diminishing net tonnage diminished the size of their bounties. They held that the bounty ought to be regulated on the basis of the act of 1873, in force when the act of 1881 was passed, and their case was decided in their favor before the State council. The sharpest tried even to have the measurement of 1873 for the bounty and that of 1889 for the port charges. Here was a confused state of affairs difficult to straighten out. To apply the bounty of the new regulation on so slight a basis really was not possible, and gave rise to difficulties without end. At first the net tonnage of 1889, being alone legal, became naturally the basis of the bounty, and as it is about 15 per cent less than that of 1873, it is necessary to raise by the same per cent the bounty of 1881, admitting that we wish to keep it up to former amounts. Then the owners, having sacrificed the claim for percentage, lost also in port charges a portion of their benefits.

For all these reasons the commission has thought it best to take for the basis of the bounty the gross tonnage, which measurement, as was determined by the acts of May 24, 1873, and March, 1889, not being subject to modification, was a most solid one. This would permit owners to profit by all the advantages of the regulations on the subject, to have as low a net tonnage for their ships as possible, and their port charges both in France and other countries would be so much diminished. It now becomes necessary to find out the bounty based on gross tonnage corresponding to the bounty of 1.30 francs (for home-built vessels) and 65 centimes (for foreign-built vessels) per ton net tonnage accepted by the commission. This figure, calculated by taking for a basis the net tonnage of 1873, which is just, and taking an average of the steamships actually drawing the bounty, is 1 franc and 50 centimes per ton (gross), 1889. Vessels having greatest speed will get the greatest benefit from this new figure and will profit most from the new basis of premium proposed. This is a strong argument in favor of the adoption of the new basis, for the bounty would become thus more and more an incentive to speed, and consequently to progress.

In the case of sailing vessels it is different, because, not having engines nor coal bunkers, the difference in their gross and net tonnage is much less than that of steamships. It would consequently be an injustice to submit their bounty to the same decrease. It may be estimated that the difference between the two tonnages is 2 to 3 per cent for large and 5 to 10 per cent for small sailing vessels. It seems to us just to take an average of 4 per cent, which, taken as a basis for reduction to be made on the rate of 1.30 francs and 65 centimes, makes the proper figure 1.25 francs and 62½ centimes, which the commission proposes for sailing vessels. Ships having profited to the present time by the act of 1881 will be treated in exactly the same fashion. It is not possible to make two categories of bounties, the old and the new. M. Le Cour so desires, but the commission can not follow him. Without doubt the bounty which they have received till now, and which was based upon 1.50 francs and 75 centimes, will be reduced upon the new basis of 1.30 francs and 65 centimes; but there will be no complaint, because the new law will extend the bounty for ten years, upon which they did not count, and will assure them of considerable benefit; besides which, the bounties already drawn will have in a measure paid for their ships. All French ships will be treated the same way.



The two amendments offered by M. du Perier de Larsan and M. Le Cour and Caze-nove de Pradine also demand that the bounty for navigation shall be reserved for French-built ships only. On account of provisions in favor of construction, the bounties for which have been considerably increased, the commission believes that, satisfaction having been given to construction, there will be no need of repealing the half bounty for foreign-built ships, of which navigation is in absolute need, and which with the rest has been reduced in a certain measure.

#### DECREASE.

What will be the annual decrease in the bounty? The rate has been so calculated in the act of 1881 that the bounty should disappear at the end of thirty years. Thus French ships receiving 1.50 francs the first year, with an annual decrease of 5 centimes will draw 1 franc at the end of ten years, 50 centimes at the end of twenty years, and 5 centimes the thirtieth and last year. Foreign-built ships receiving 75 centimes the first year, with an annual decrease of  $2\frac{1}{2}$  centimes will have 50 centimes at the end of ten years, 25 centimes at the end of twenty years, and  $2\frac{1}{2}$  centimes at the end of thirty years.

It may be observed that the difference of bounty between French and foreign-built vessels, which was 75 centimes the first year, was not more than 50 centimes the tenth year and 25 centimes the twentieth year. It might be concluded that the advantage in favor of French-built ships, which was sufficient the first year, would no longer be so the tenth, and still less the twentieth. It might logically be thought that they might better have made the decrease uniform for all ships, or at least made a greater decrease in the case of foreign-built vessels. A uniform decrease would have had the consequence of preserving the same rate of 1.50 francs and 75 centimes and of remitting altogether the bounty to foreign-built vessels at the end of fifteen years, while the French-built ships would still have enjoyed a bounty of 75 centimes. It would be a great disadvantage for foreign-built ships, and notably for ships bought on account of age at very low prices, and belonging to small owners or old sea captains who have not much capital at their disposal. They carry on operations on a small scale, making short trips, carrying coal or wood, and could not stand a reduction of the bounty.

This small navigation presents a real interest which should touch us more closely as it is more democratic, and it would be dealt a mortal blow if it were not allowed to enjoy the bounty under the same conditions as if on ships constructed in France. On the other hand, if at first sight one is struck by this difference in the rate of diminution and if one believes it works unfairly to vessels constructed in France, he will soon see that this unfairness is much more apparent than real, being largely compensated for by the working of compound interest. The capitalized interest of the bounty of 1.50 francs compensates and more in a certain number of years for the decrease in the difference between the bounties to a French-built ship and one built in England. For those reasons we think it better to preserve the proportionate decrease as it existed in the law of 1881, but to increase it slightly to favor new rather than old ships.

We propose that the annual decrease shall be fixed at 6 centimes for wooden steamships, 4 centimes for iron or steel steamships, 7 centimes for wooden sailing vessels, and 5 centimes for iron or steel sailing vessels. In this way iron or steel steamships and sailing vessels will lose all right to the bounty at the age of 25 years, and wooden ones at 17 to 18 years.

#### BOUNTY TO INTERNATIONAL COASTING TRADE.

In stating the good effects produced on over-sea navigation by the act of 1881 and comparing them with the movement of navigation between France and Europe, as well as in the Mediterranean, one is struck by the inferiority existing in the international coasting trade. While the movement of our over-sea navigation has progressed from 1880 to 1890 from 28 to 39 per cent, that of international coasting has diminished from 26 to  $23\frac{1}{2}$  per cent. These results exemplify the value of the bounty, and show that our international coasting trade, which bears, like that of over-sea navigation, the charges of maritime conscription, can not struggle with the foreigner. The day when it is given the same advantages as over-sea navigation there will be no reason why it should not develop in the same proportion. We think that it should be accorded the same bounty. This navigation presents an interest equivalent to that of over-sea navigation. It makes good officers and sailors, gives work to a large number of engineers and stokers, offers in time of war a considerable reserve always ready for war service, while the personnel of our over-sea vessels is not immediately available. As to additional expenditure, the minister of commerce and industry has furnished the commission a table, which, taking as a basis the figures of navigation from 1889 to 1890 and the rate of 1.50 francs (French built) and 75 cen-



times, (foreign built) shows that the annual expenditure may be estimated at 1,587,409 francs. The rate of bounty having been reduced by the commission to 1.30 francs (foreign built) and 65 centimes, the expense of bounties for the international coasting trade may be estimated at 1,500,000 francs.

#### COLONIAL NAVIGATION.

Our colleague, M. Le Myre Vilers, the devoted representative of Cochin China, struck by seeing the greater part of French navigation to Indo-China under foreign flags, has laid before the commission the very interesting subject of colonial navigation. He wishes that this navigation, which represents a considerable movement, might be made by French ships, which would have the double advantage of being a source of benefit to our merchant marine and developing our national prestige in the extreme East. This colonial navigation in the Indian and China seas presents special difficulties on account of climate. Our sailors, and particularly our engineers, can not stand the torrid heat of the Red, Indian, and China seas, and they are not the only ones. Consequently all ships which frequent these oceans have a part of their crew composed of Lascars or Chinese, who alone are able to endure the climate. As a result the French ships, which by the terms of the navigation act of September 21, 1793, article 2 (saying, "No ship shall be considered French if the officers and three-quarters of the crew are not French"), can not share in this navigation unless they are allowed, like English, German, or other ships, to have half or three-quarters of the crew foreigners. It is true that the employment of steam has necessitated many changes in the rules for navigation in tropical climates. The act of April 22, 1872, orders that article 14, act of January 28, 1857 (concluding, "In all cases the force employed in the engine room of a ship shall not consist of more than one-quarter foreigners"), shall not apply to packet boats navigating the Red Sea and Indian Ocean, even when they clear from or enter French ports. Another circular, of November 25, 1885, authorizes the French flag to be carried over ships owned at least one-half by French citizens when navigating remote seas, under the single reservation that the captain be French. These vessels regularly registered have no right to the navigation bounty, because their officers and three-quarters of the crew are not French. As a result ships sailing in the tropics can not profit by the act concerning the merchant marine, as the climate will not allow them to employ three-quarters French and they can not compete with foreign ships manned almost entirely by natives. The consequence is that navigation in our Indo-China colonies has almost entirely escaped from us, and is conducted by English and German vessels. M. Le Vilers desires that the law controlling the merchant marine should contain an article as follows:

"The provisions of article 2 of the navigation act of September 21, 1793, concerning the composition of the crew shall not be applicable to ships sailing exclusively on distant oceans. They shall have a right to the bounty if the captain and a quarter of the crew are French."

The question of colonial navigation is very important to our commerce and our colonial future. There are certainly measures to be taken to remedy the inconveniences noted by our colleague, but the commission thinks that this question should be treated together with questions concerning the registering of ships and the composition of the crew.

#### DISTANCES BETWEEN TWO PORTS.

The project of the Government provided that the bounty to navigation should not be accorded for short runs between two ports of only 60 miles distance. The purpose was to exclude the ports of touch, which are, however, of great interest to our commerce, principally in South America. The commission advises that no exception shall be made in their case, but considering almost as French coasting trade a navigation made between a French port and a foreign port not farther than 60 miles away, it has excluded them from the bounty, stipulating in article 5 that it shall not be allowed except for runs between French ports and foreign ports farther than 60 miles away.

#### FRENCH COASTING TRADE.

In this same article 5 the commission has inserted the following clause:

"Ships carrying on French coasting trade, which touch at foreign ports without taking on or discharging merchandise representing a quarter or less of their tonnage, are also excluded from the bounty."

It is wished to prevent those ships in French coasting trade and running, for example, from Marseilles to Algiers or from Dunkirk to Oran from touching at Barcelona or Malaga, in the first case, or at Lisbon and Cadiz, in the second, in order to put in a claim for the bounty on the ground that they are engaged in international coasting trade. We think this restriction will prevent any attempted abuses.



## RESERVE FOR FAMILIES OF SHIPWRECKED SAILORS.

One of our colleagues, M. Félix Faure, struck by the difficulties experienced in general in aiding the families of shipwrecked sailors, has asked the commission to lay aside for them a reserve fund of 4 per cent on the bounties, which will avoid those special demands frequently following marine disasters. This proposition has been accepted, and we have resolved as follows, under article 12:

"There shall be deducted from the bounties instituted by the present act a reserve of 4 per cent, deposited in the treasury for invalid sailors, to be exclusively used for French seamen, victims of shipwreck and other accidents at sea, or for their families. There shall be a special chapter of receipts and disbursements opened in the budget."

This will give great satisfaction to that brave and honest sea class, which is exposed to so many dangers.

## PROBABLE DISBURSEMENTS.

As to the probable disbursements, we have estimated them on the basis of the annual expenditures from 1881 to 1890, under the law of January 29, 1881, and under the proposed law, as follows:

*Construction bounties.*

| Vessels.                 | Tons.     | Average annual bounties, 1881-1890. |                | Estimated bounties according to proposed act. |                |
|--------------------------|-----------|-------------------------------------|----------------|-----------------------------------------------|----------------|
|                          |           | Rate.                               | Bounty.        | Rate.                                         | Bounty.        |
|                          |           | <i>Francs per ton.</i>              | <i>Francs.</i> | <i>Francs per ton.</i>                        | <i>Francs.</i> |
| Wood:                    |           |                                     |                |                                               |                |
| Under 200 tons .....     | 7,485     | 10                                  | 74,848.92      | 40                                            | 299,395.68     |
| Over 200 tons .....      | 1,388     | 20                                  | 27,751.88      | 50                                            | 66,879.45      |
| Composite .....          | 8         | 40                                  | 342.60         |                                               |                |
| Iron or steel .....      | 31,034    | 60                                  | 1,862,041.14   | 120 and 100                                   | 3,724,082.28   |
| Total .....              | 39,915    |                                     | 1,964,984.54   |                                               | 4,090,357.41   |
|                          |           | <i>Francs per 100 kilos.</i>        |                | <i>Francs per 100 kilos.</i>                  |                |
| Engines .....            | 5,034,352 | 12                                  | 604,146.19     | 15                                            | 755,182.74     |
| Repairs to boilers ..... | 1,382,952 | 8                                   | 110,636.19     | 15                                            | 207,442.86     |
| Grand total .....        |           |                                     | 2,679,766.92   |                                               | 5,052,983.01   |

*Navigation bounties, average annual payments, 1881 to 1890.*

| Vessels.       | Average payments, 1881-1890. |                | Estimated payment under proposed act. |                |
|----------------|------------------------------|----------------|---------------------------------------|----------------|
|                | Rate (net tons).             | Bounty.        | Rate (gross tons).                    | Bounty.        |
|                | <i>Francs.</i>               | <i>Francs.</i> | <i>Francs.</i>                        | <i>Francs.</i> |
| Iron or steel: |                              |                |                                       |                |
| French built—  |                              |                |                                       |                |
| Steam .....    | 1.50                         | 5,146,838.51   | { .1.00                               | 4,460,593.30   |
| Sail .....     |                              |                | { 1.25                                |                |
| Foreign built— |                              |                |                                       |                |
| Steam .....    | .75                          | 1,323,572.75   | { .50                                 | 1,147,096.30   |
| Sail .....     |                              |                | { .625                                |                |
| Wood:          |                              |                |                                       |                |
| French built—  |                              |                |                                       |                |
| Steam .....    | 1.50                         | 962,512.21     | { 1.00                                | 834,177.29     |
| Sail .....     |                              |                | { 1.25                                |                |
| Foreign built— |                              |                |                                       |                |
| Steam .....    | .75                          | 22,059.30      | { .50                                 | 19,118.06      |
| Sail .....     |                              |                | { .625                                |                |
| Total .....    |                              | 7,454,982.77   |                                       | 6,460,985.11   |



*Average annual expenditure for construction and navigation bounties.*

|                                         | Average annual expenditure, 1881-1890. | Estimated average annual expenditure under proposed act. |
|-----------------------------------------|----------------------------------------|----------------------------------------------------------|
|                                         | <i>Francs.</i>                         | <i>Francs.</i>                                           |
| 1. Construction bounties.....           | 2, 679, 766. 92                        | 5, 052, 983. 01                                          |
| 2. Navigation bounties.....             | 7, 454, 982. 77                        | 6, 460, 985. 11                                          |
| 3. International coasting bounties..... |                                        | 1, 500, 000. 00                                          |
| Total.....                              | 10, 134, 749. 69                       | 13, 013, 968. 12                                         |
| Increase.....                           |                                        | 2, 879, 218. 43                                          |

These different estimates have been furnished us by the Government, which also estimates, in explaining the scheme of the law, that it has agreed to allow for the bounty to navigation an annual increase of 100,000 francs, which will probably be exceeded during the first part of the decade and diminish toward the end. It also provides for an increase in the bounties to construction. These provisions will doubtless be exceeded because the new law, in increasing in so large a measure the allowances to construction, evidently aims to give it a great start forward. If this is as we hope, the expenditure will no doubt be very great, but it will return to the State by a thousand different channels.

## RÉSUMÉ.

|                                                                   |                 |
|-------------------------------------------------------------------|-----------------|
|                                                                   | <i>Francs.</i>  |
| Annual increase in favor of construction.....                     | 2, 373, 216. 09 |
| Increase in favor of international coasting-trade navigation..... | 1, 500, 000. 00 |
| Total.....                                                        | 3, 873, 216. 09 |
| But over-sea navigation is diminished by.....                     | 993, 997. 66    |
| Leaving total increase of.....                                    | 2, 879, 218. 43 |

over the average annual disbursements under the act of 1881.

The sacrifice is great, but the end to be reached is excellent, and Parliament will not hesitate before the double national interests at stake.

It does not seem necessary, in conclusion, to examine article by article the scheme of the act that the commission has the honor to propose to the Chamber, the essential points having been discussed in order of importance. It suffices to say that to give clearness and method to this scheme we have modified the order of the articles proposed by the Government, and, with its permission, have divided them under four titles.

Your commission has the honor to propose to the Chamber of Deputies the adoption of the scheme of law which follows:

## TITLE 1.—DEFINITIONS.

*Article 1.*

Merchant navigation is divided into over-sea navigation, international coasting trade, and French coasting trade. Over-sea voyages are those which are made according to these limits: To the south, thirtieth degree latitude north; to the north, seventy-second degree latitude north; to the west, fifteenth degree longitude, Paris meridian; to the east, forty-fourth degree longitude, Paris meridian. International coasting trade voyages are those made within the limits assigned to over-sea voyages, if they take place between French ports, including those of Algeria, and foreign ports, or between foreign ports. French coasting trade voyages are those made from one French port to another, including those of Algeria.

## TITLE 2.—MARITIME CONSTRUCTION.

*Article 2.*

In compensation for the charges imposed on them by the custom-house tariff, constructors of seagoing vessels shall receive the following bounties per gross ton, calculated in accord with acts of May 24, 1873, and March 7, 1889:

|                                               |                |
|-----------------------------------------------|----------------|
|                                               | <i>Francs.</i> |
| For steamships in iron or steel.....          | 120            |
| For sailing vessels in iron or steel.....     | 100            |
| For wooden vessels of 200 tons or more.....   | 50             |
| For wooden vessels of less than 200 tons..... | 40             |



Wooden vessels are such as are entirely sheathed with wood. All alterations to a ship having the result of increasing her measurements shall give right to a bounty calculated in conformity with the schedule above, according to the number of tons increased.

*Article 3.*

As compensation for similar charges the following allowances are made to engine builders: For motive engines and auxiliary appliances, such as steam pumps, motors, dynamos, capstans, ventilators moved mechanically, placed new on board either sail or steam ships, as well as new steam boilers, with their appurtenances and funnels, 15 francs per 100 kilograms. The bounty is accorded for engines and their auxiliary apparatus, when put in new, as well as for new parts of engines which have undergone necessary alterations or repairs during the life of a ship. For a change of boilers the compensation is fixed at 15 francs per 100 kilograms for new boilers of French construction.

*Article 4.*

The bounties determined by articles 2 and 3 are not to be finally allowed until they are justified by the registration of a vessel. Ships built in France for the merchant marine or foreign naval service shall receive the bounties when the ship has made its voyage. A Government regulation will determine the proofs to establish the right of a vessel to the bounties claimed for it.

TITLE 3.—NAVIGATION.

*Article 5.*

As compensation for charges imposed on the merchant marine for the recruiting and service of the navy is accorded, commencing with the promulgation of the present act, a navigation bounty to all French ships (sailing) of more than 80 tons, and steamships of more than 100 tons. This bounty will be allowed to ships of French construction commencing with their registration or registered during the continuance of the present act for a period of ten years. It is allowed exclusively to over-sea navigation and international coasting trade. Excluded from the present bounty are ships carrying on French coasting trade, great and small fisheries, subsidized mail lines, and pleasure yachts. Also ships carrying on French coasting trade which stop at foreign ports without unloading or loading merchandise representing a quarter of their net tonnage, and vessels running between a French port and a foreign one not more than 60 miles distant.

*Article 6.*

The bounty determined by article 5 is fixed by the gross tonnage calculated in conformity with the acts of May 24, 1873, and March 7, 1889, and for each 1,000 miles run for ships entirely of French construction, at 1 franc for steamships, with a decrease annually from date of construction of 6 centimes for wooden ships, 4 centimes for ships of iron or steel, and 1.25 francs for sailing vessels, with an annual decrease from date of construction of 7 centimes for wooden ships and 5 centimes for iron or steel ships. Foreign-built ships to receive only one-half the bounty allowed French-built ships, but ships registered before the promulgation of the act of January 29, 1881, are admitted to the bounty as French ships. The number of miles run is determined by the distance from port to port between the points of arrival and departure, measured on the most direct maritime line, following the methods of calculation and with the degree of approximation which will be determined by regulation.

*Article 7.*

The bounty is increased 25 per cent for steamships constructed on plans previously approved by the navy department. In case of war merchant vessels can be conscripted by the State. Any captain receiving one of the bounties fixed by article 6 is bound to carry free all dispatches and in general all correspondence intrusted to him by the minister of commerce for the postal service. He shall take and remit dispatches in the post-office from place of departure to ports of call on his route, as well as to his destination, and these services shall be gratuitous. The captain shall also take charge of postal packages, as set forth in the rules and regulations on the subject. He incurs the same responsibility during these transportations toward the postal service as that administration itself holds toward the public. If a postal agent is sent to accompany these dispatches he also is to be carried free between the ports of departure and arrival and all stations where exchange of dispatches is made. A proper place will be put at his disposal for work during the trip.



## TITLE 4.—SUNDRY PROVISIONS.

*Article 8.*

Free pilotage is accorded to all French sailing vessels not measuring more than 80 tons and to French steam vessels not exceeding 100 tons, making regular navigation from port to port and entering river mouths. But at the request of chambers of commerce or of interested persons, and according to an established form, public regulations will determine such modifications or changes as may be made to present regulations in the interest of navigation.

*Article 9.*

For over-sea vessels the inspection ordered by article 225, Code of Commerce, for a new cargo taken on in France will not be obligatory if not more than six months have elapsed since the last inspection and no damages by sea have been sustained.

*Article 10.*

The rules or proces verbal stating the changes in the ownership of vessels, either total or partial, apply to registration only on payment of a duty of 3 francs. Article 5, No. 2, act of February 28, 1872, is repealed in so far as it is contrary to the present legislation.

*Article 11.*

Paragraph 3, article 4, act of May 19, 1866, on the merchant marine, is modified as follows:

Article 4, paragraph 3: Decisions rendered in the form of rules of public administration upon the report of the minister of commerce, of industry, and the colonies, after inquiry and advice of ministers of public works and finance, will establish in a maritime port temporary local tolls, to assure the payment of loans contracted by a department, a commune, a chamber of commerce, or any other public establishment with a view to aiding the establishment, alteration, or renewal of works or machinery of public improvements of the port and its approaches, or to maintain the depth of its channels, roads, passes, and basins. These tolls are payable by French or foreign ships according to their tonnage, quantity of merchandise, and number of passengers carried. They shall not exceed 1 franc per ton of legal net measurement, 1 franc per passenger, and 50 centimes per ton for freight or metrical ton for merchandise. The tariff shall be composed of tolls per ton by measurements graduated to a scale according to the kind of ship and draft, the length of its stay in port, the kind of navigation engaged in, distance to country of clearance or entry, nature of the cargo, operations in port, rates of entire or partial exemptions in favor of certain kinds of vessels, French and foreign.

There can be established different tolls for lading or unlading according to the different nature of merchandise shipped or the different grades of passengers. The rates of tolls instituted conformably to the present law, or similar tolls now in force, can be amended with or without conditions within the maximum limits fixed by the decrees or laws which have established them on motion of the public institutions or works for the benefit of which they were established. The modified regulations can go into effect only after having been published for one month and when they have been approved by the ministry of commerce, with the consent of the minister of works and finance. Local tolls should be collected by the customs officers. In method of collection, method of exaction of penalties, etc., these charges shall be collected as customs duties are collected. Every violation of this law shall be punished by a fine of double the local tolls. The expenses of collection shall be met from the proceeds of these local charges.

*Article 12.*

From the total bounties instituted by the present law 4 per cent shall be retained to be deposited in the treasury for invalid seamen, to be entirely expended for French sailors, victims of shipwrecks or other accidents at sea, or their families. A special account of receipts and expenses in the treasury shall cover this retained percentage.

*Article 13.*

This law shall be in force for ten years, beginning with the date of its promulgation, and its enforcement shall be determined according to public regulations.



## SUPPLEMENTARY REPORT.

The Government, having determined that the scheme for a bounty law for the merchant marine submitted by this commission the 28th of May last involved a very considerable increase in expenditures, has asked the commission to offer various amendments to the project in order to reduce the sacrifices to be imposed on the French treasury. While regretting keenly that the project which it had reported with so much care, and which in its opinion would have given an increased impulse to our national merchant marine, has not been accepted in its entirety by the Government, your commission, in a spirit of conciliation, has adopted most of the changes recommended by the president of the council and the minister of commerce and industry and has consented to modify as follows the conclusions of its first report:

Article 2. The bounty on shipbuilding will be reduced from 120 francs to 90 francs a gross ton for steam or sail vessels of iron or steel, and a bounty for vessels belonging to subsidized mail lines will remain at the rate of 60 francs established at the time when their contracts were made.

Article 5. It is agreed, according to article 4, which excludes from all bounty vessels engaged in the coasting trade, that inasmuch as nations which by treaty are allowed to engage their vessels in trade between France and Algeria or vice versa, French vessels which are engaged in this navigation shall have the advantage of the bounties accorded to French vessels in the international coasting trade.

The law of April 2, 1889, declared in its first article that navigation between France and Algeria is restricted to the French flag, but this law has not received thus far a complete enforcement. Our navigation treaties with England under date of May 12, 1881; with Russia under date of April 1, 1874; with Austria-Hungary under date of April 9, 1884, and with Sweden and Norway under date of June 30, 1892, provided that the vessels of these nations shall enjoy the same treatment as French vessels. It is true that another article provides that exception is made in this treaty of the coastwise trade, which shall be regulated entirely by the restrictive laws of these different countries. There is need, then, of further diplomatic negotiations, and it is advisable to abrogate these treaties before applying the law of April 2, 1889. The Government will not fail to undertake to secure these abrogations, but in the meantime it has seemed to the commission that it would be just to give to this navigation, which is not yet reserved to the national flag, the same treatment which is accorded to navigation in active competition with foreign nations.

In the last sentence of article 5 the ministry has demanded and the commission has agreed that the distance traversed between a French port and a foreign port should be increased from 60 to 120 miles in order to entitle a vessel to the bounty.

Article 6. The navigation bounty will be retained for over-sea voyages at the rate of the law of 1881, namely, 1.10 francs and 55 centimes per gross ton, which is about equivalent to a rate of 1.50 francs and 75 centimes per net ton. The rate of annual decrease has been left at the original figure, which will prolong from two to three years the period during which vessels will have the benefit of the bounty. Iron and steel steamships will enjoy the bounty for twenty-seven and one-half years; wooden steamships for eighteen and one-fourth years; iron and steel sailing vessels for twenty-eight years; wooden sailing vessels for twenty years. The navigation bounty for international coasting trade has been fixed at two-thirds of that of over-sea voyages.

Article 12. The commission has reduced to 3 per cent instead of 4 per cent the reserve fund on all bounties instituted in articles 2, 3, 6, and 7 in favor of French sailors or their families, victims of shipwreck or other accidents at sea. This reservation, which will produce a result of 350,000 francs or thereabouts, appears to be enough. It has not seemed desirable to accept the amendment of MM. Raspail, Guieysse, Braud, and others of our colleagues who asked that a reserve of 1 per cent should be made for the repair of vessels for the use of naval apprentices, so that they shall receive 500 instead of 300 orphans. This question is not considered here, but it is proposed by its authors to bring it to the notice of the minister of marine.

Your commission is in accord now with the Government on the principal points of the project, and it proposes the issue of an order as soon as possible to date, say, from October, to put into effect the law, modified as has been indicated.



## RECENT STATISTICS.

The Bureau of Navigation appends the following tables concerning the French merchant marine from official reports as contributing to information on the subject.

The following table shows the tonnage built in France, bought abroad for the French flag, and the bounties paid for each year enumerated:

| Year.                       | Built at home. | Bought abroad. | Bounties. | Gross tons. |
|-----------------------------|----------------|----------------|-----------|-------------|
| <i>Net tons.</i>            |                |                |           |             |
| Nine years before bounties: |                |                |           |             |
| 1872.....                   | 50,697         | 34,885         | .....     | .....       |
| 1873.....                   | 39,430         | 17,646         | .....     | .....       |
| 1874.....                   | 34,917         | 17,404         | .....     | .....       |
| 1875.....                   | 37,520         | 20,001         | .....     | .....       |
| 1876.....                   | 32,707         | 15,581         | .....     | .....       |
| 1877.....                   | 26,884         | 12,864         | .....     | .....       |
| 1878.....                   | 21,367         | 19,677         | .....     | .....       |
| 1879.....                   | 24,733         | 16,809         | .....     | .....       |
| 1880.....                   | 12,629         | 34,201         | .....     | .....       |
| Total.....                  | 280,884        | 189,028        | .....     | .....       |
| 1881.....                   | 20,735         | 34,909         | \$183,552 | 18,478      |
| <i>Net tons.</i>            |                |                |           |             |
| Nine years under bounties:  |                |                |           |             |
| 1882.....                   | 56,394         | 78,612         | 876,335   | 68,502      |
| 1883.....                   | 35,223         | 49,387         | 609,937   | 47,217      |
| 1884.....                   | 57,162         | 20,472         | 865,599   | 66,571      |
| 1885.....                   | 15,930         | 9,681          | 217,927   | 20,859      |
| 1886.....                   | 27,075         | 14,392         | 580,084   | 40,339      |
| 1887.....                   | 15,247         | 14,822         | 281,294   | 21,629      |
| 1888.....                   | 31,936         | 26,828         | 428,053   | 32,839      |
| 1889.....                   | 32,502         | 24,676         | 589,504   | 42,458      |
| 1890.....                   | 24,018         | 50,516         | 549,857   | 40,256      |
| Total.....                  | 295,689        | 289,386        | 5,171,950 | 399,151     |
| 1891.....                   | 28,465         | 31,694         | 559,165   | 42,862      |
| 1892.....                   | 18,604         | 14,384         | 413,677   | 31,587      |
| 1893.....                   | 21,795         | 17,617         | 430,770   | 31,627      |

Following is the tonnage of France (vessels over 2 tons) for each of the years named:

| Year.        | Sail.   | Steam.  | Total.    |
|--------------|---------|---------|-----------|
| December 31— |         |         |           |
| 1860.....    | 928,099 | 68,025  | 996,124   |
| 1870.....    | .....   | .....   | 1,072,048 |
| 1875.....    | .....   | .....   | 1,028,228 |
| 1880.....    | 641,539 | 277,759 | 919,298   |
| 1881.....    | 602,594 | 311,779 | 914,373   |
| 1882.....    | 566,789 | 416,228 | 983,017   |
| 1883.....    | 536,191 | 467,488 | 1,003,679 |
| 1884.....    | 522,757 | 511,072 | 1,033,829 |
| 1885.....    | 507,819 | 492,396 | 1,000,215 |
| 1886.....    | 492,807 | 500,484 | 993,291   |
| 1887.....    | 465,873 | 506,652 | 972,525   |
| 1888.....    | 451,272 | 509,801 | 961,073   |
| 1889.....    | 440,051 | 492,684 | 932,733   |
| 1890.....    | 444,092 | 499,921 | 944,013   |
| 1891.....    | 426,207 | 521,872 | 948,079   |
| 1892.....    | 407,044 | 498,606 | 905,650   |
| 1893.....    | 396,582 | 498,841 | 895,423   |
| 1894.....    | 398,567 | 491,972 | 890,539   |



The following tables show the tonnage of all vessels which entered and cleared in France during the years named, classified as French and foreign, with the percentage of each to the total carrying trade. To avoid confusion it should be noted that the net tonnage of a given vessel is counted in the following totals every time the vessel enters and every time it clears from a French port, so that, while the tables are an approximate measure of trade, they are no measure of construction:

| Year.     | French tonnage. | Per cent. | Foreign tonnage. | Per cent. |
|-----------|-----------------|-----------|------------------|-----------|
| 1870..... | 5,456,469       | 32.6      | 11,260,943       | 67.4      |
| 1880..... | 7,522,221       | 30        | 17,510,257       | 70        |
| 1881..... | 8,127,799       | 32.7      | 16,707,740       | 67.3      |
| 1882..... | 8,527,684       | 32.6      | 17,666,303       | 67.4      |
| 1883..... | 9,469,733       | 34.1      | 18,315,383       | 65.9      |
| 1884..... | 8,919,504       | 34.3      | 17,032,430       | 65.7      |
| 1885..... | 9,216,759       | 35.4      | 16,803,034       | 64.6      |
| 1886..... | 9,598,633       | 35.9      | 17,150,775       | 64.1      |
| 1887..... | 10,051,882      | 36.2      | 17,711,675       | 63.8      |
| 1888..... | 10,036,660      | 35.2      | 18,455,005       | 64.8      |
| 1889..... | 9,886,193       | 36.1      | 17,491,102       | 63.4      |
| 1890..... | 9,254,879       | 31.9      | 19,712,969       | 68.1      |
| 1891..... | 9,704,191       | 30.7      | 21,898,685       | 69.3      |
| 1892..... | 9,121,879       | 32.4      | 18,998,645       | 67.6      |
| 1893..... | 8,382,311       | 29.9      | 19,640,015       | 70.1      |
| 1894..... | 8,259,856       | 28        | 20,278,971       | 72        |

The total tonnage of France on December 31, 1894, comprised 14,332 sailing vessels of 398,567 tons, and 1,196 steamships of 491,972 tons. Of this total, 890,439 tons, 456,175 tons were built in France and 434,364 tons were built abroad.

The following tables show French construction and French purchase abroad in years just previous to and during the operations of the new act:

| Years.   | Kind.                    | Vessels constructed in France. |          |                        |          | Vessels bought abroad. |          |                        |          |
|----------|--------------------------|--------------------------------|----------|------------------------|----------|------------------------|----------|------------------------|----------|
|          |                          | Of more than 200 tons.         |          | Of less than 200 tons. |          | Of more than 200 tons. |          | Of less than 200 tons. |          |
|          |                          | No.                            | Tonnage. | No.                    | Tonnage. | No.                    | Tonnage. | No.                    | Tonnage. |
| 1891.... | Iron or steel .....      | 4                              | 8,885    | 31                     | 1,630    | 17                     | 22,181   | 14                     | 683      |
|          | Wood .....               |                                |          | 17                     | 150      |                        |          | 1                      | 14       |
|          | Mixed construction ..... |                                |          |                        |          |                        |          |                        |          |
| 1892.... | Iron or steel .....      | 5                              | 6,895    | 24                     | 604      | 9                      | 7,532    | 15                     | 1,093    |
|          | Wood .....               |                                |          | 5                      | 81       |                        |          |                        |          |
|          | Mixed construction ..... |                                |          |                        |          |                        |          |                        |          |
| 1893.... | Iron or steel .....      | 4                              | 7,622    | 22                     | 1,030    | 17                     | 14,087   | 6                      | 479      |
|          | Wood .....               |                                |          | 10                     | 85       |                        |          | 2                      | 81       |
|          | Mixed construction ..... |                                |          |                        |          |                        |          |                        |          |
| 1894.... | Iron or steel .....      | 3                              | 3,137    | 20                     | 842      | 18                     | 12,187   | 20                     | 750      |
|          | Wood .....               |                                |          | 11                     | 43       |                        |          | 2                      | 115      |
|          | Mixed construction ..... |                                |          |                        |          |                        |          |                        |          |

## APPENDIX G.

## BRITISH LAWS TO PROTECT SEAMEN.

Following are, first, a concise statement of the statutes employed in Great Britain for the suppression of crimps and protection of seamen; second, statements of American consuls as to the operations of the British law abolishing the imprisonment of seamen in Great Britain for breach of civil contract; third, the British regulations for sailors' boarding houses. For the first, which was accompanied by a valuable series of blanks and forms, illustrating the manner of enforcing the law, including boarding-house regulations, the Bureau is under obligations to Mr. Ingram B. Walker, assistant secretary of the British Board of Trade. The second was obtained through the usual channels by American consuls, who were requested to obtain the views of masters, owners, and seamen as to the practical workings of the law abolishing imprisonment of seamen in Great Britain for breach of civil contract.

## STATEMENT 1.—CRIMPING.

The sections of the merchant shipping act which are designed to protect seamen from crimps are the following: Sections 110, 111, 112, 134 (b), 213, 214, 215, 216, 217, 218, 219, and 249.



## LICENSES TO SUPPLY SEAMEN.

"110. The Board of Trade may grant to such persons as the Board think fit licenses to engage or supply seamen or apprentices for merchant ships in the United Kingdom, and any such license shall continue for such period, and may be granted and revoked on such terms and conditions as the Board think proper."

At some few ports where there was a scanty supply of seamen, licenses were at one time issued to boarding-house keepers under this section. The persons so licensed were found to give trouble, and the system was abandoned. In 1886 it was resumed on the representations of shipowners. Officers of the London and Liverpool sailors' homes, and afterwards certain boarding masters at Liverpool, were licensed, and applications for licenses were made by certain local secretaries of the Sailors' and Firemen's Union. The consideration of these applications resulted in the withdrawal of all licenses (with the exception of those which had been issued to the agents of training ships to enable them to find berths for their boys) on the ground that, as the law provided mercantile marine offices, where owners and seamen could meet, other facilities were not required. The only licenses now issued, therefore, by the Board of Trade are those granted to the agents of training ships.

"111. (1) A person shall not engage or supply a seaman or apprentice to be entered on board any ship in the United Kingdom, unless that person either holds a license from the Board of Trade for the purpose, or is the owner or master or mate of the ship, or is bona fide the servant and in the constant employment of the owner, or is a superintendent.

"(2) A person shall not employ for the purpose of engaging or supplying a seaman or apprentice to be entered on board any ship in the United Kingdom any person, unless that person either holds a license from the Board of Trade for the purpose, or is the owner or master or mate of the ship, or is bona fide the servant and in the constant employment of the owner, or is a superintendent.

"(3) A person shall not receive or accept to be entered on board any ship any seaman or apprentice, if that person knows that the seaman or apprentice has been engaged or supplied in contravention of this section.

"(4) If a person acts in contravention of this section, he shall for each seaman or apprentice in respect of whom an offense is committed be liable to a fine not exceeding twenty pounds, and, if a licensed person, shall forfeit his license."

Superintendents of mercantile marine offices, during the engagement of ships' crews, make such inquiries as may seem to be called for with a view to ascertain whether there has been any illegal supply. It is difficult in many cases to obtain the necessary evidence, but where this is forthcoming the superintendent reports to the Board of Trade, and proceedings are taken under the above section.

"112. (1) A person shall not demand or receive directly or indirectly from a seaman or apprentice to the sea service, or from a person seeking employment as a seaman or apprentice to the sea service, or from a person on his behalf, any remuneration whatever for providing him with employment other than any fees authorized by this act.

"(2) If a person acts in contravention of this section he shall, for each offense, be liable to a fine not exceeding five pounds."

The same steps are taken by the superintendent with regard to this section.

"134. (b) If the seaman consents, the final settlement of his wages may be left to a superintendent, under regulations of the Board of Trade, and the receipt of the superintendent shall in that case operate as if it were a release given by the seaman in accordance with this part of this act."

In 1878 the transmission of wages scheme was experimentally established in London and has since been extended to other ports. It has been found a most efficient means of checking the efforts of the crimp to prey upon the seamen. There are two systems by means of which the transmission of wages is carried out under the above-quoted section. The first is as follows: On the seaman filling up a certain form by which he consents to the final settlement of his wages being left to the superintendent, the superintendent gives the man an authority to receive his wages at another port. This plan, however, is not much used, as the seaman has to take the initiative and he receives no advance of money as he does under the second scheme. This second scheme works out as follows: As soon as possible after a vessel arrives in port a Board of Trade officer boards her and finds out whether any seaman wishes to be sent straight to his home. If so, the men are mustered and each seaman signs a formal application to have his wages sent on to him and to abide by the superintendent's decision as to any question that may arise as to the wages that are due to him. He thereupon receives a form. This is an authority for payment of his wages. The officer also supplies him, if necessary, with a ticket for cartage or portage from the ship to the railway or steamboat station, and with a warrant exchangeable for a railway ticket to his home station or a warrant exchangeable for a steamboat ticket in the same way. The officer will also advance to each man requiring it a



sum not exceeding 10s., or, in exceptional cases, £1 for his personal expenses. The seaman is thus sent from the ship's side to the railway or steamboat station and thence to his home at any seaport or inland post town, where he receives whatever balance of wages may be due to him.

At Gravesend, Avonmouth, and Gourock, steam launches are attached to the mercantile marine offices for the special purpose of suppressing crimping and helping seamen to transmit their wages.

From 17,000 to 21,000 seamen annually take advantage of this system, which has recently been extended experimentally to Dunkirk. A Board of Trade officer is now stationed at this port, from which, with the assistance of Her Majesty's consul, seamen are sent to their homes in the United Kingdom and their wages transmitted to a mercantile marine office, less a commission of three pence in the pound. This is the rate charged for seamen's foreign money orders. In other respects the system is the same as that in force in the United Kingdom. When seamen are being paid off, superintendents are instructed not to allow persons unconnected with the business in hand to be present. Seamen after receiving their wages can, if they please, without leaving the premises, go to another room and deposit their money in the savings bank or remit it to their relatives or friends by money order. Superintendents are instructed to withhold payment of wages to men who are unfit, from intoxication or other causes, to receive them.

"213. A debt exceeding in amount five shillings incurred by any seaman after he is engaged to serve shall not be recoverable until the service agreed for is concluded."

This section, no doubt, has its effect in preventing boarding masters making such claims. The superintendent has no action to take with regard to the section except to advise seamen who may come to him with complaints.

"214. (1) A local authority, hereinafter mentioned, whose district includes a seaport, may, with the approval of the Board of Trade, make by-laws relating to seamen's lodging houses in their district, and those by-laws shall be binding upon all persons keeping houses in which seamen are lodged and upon the owners thereof and persons employed therein.

"(2) The by-laws shall, amongst other things, provide for the licensing, inspection, and sanitary conditions of seamen's lodging houses, for the publication of the fact of a house being licensed, for the due execution of the by-laws, for preventing the obstruction of persons engaged in securing that execution, for the preventing of persons not duly licensed holding themselves out as keeping or purporting to keep licensed houses, and for the exclusion from licensed houses of persons of improper character, and shall impose sufficient fines, not exceeding fifty pounds, for the breach of any by-law.

"(3) The by-laws shall come into force from a date therein named, and shall be published in the London Gazette and in one newspaper, at the least, circulating in the district, and designated by the Board of Trade.

"(4) If the local authority do not, within a time in each case named by the Board of Trade, make, revoke, or alter any by-laws under this section, the Board of Trade may do so.

"(5) Whenever Her Majesty in council orders that in any district or any part thereof none but persons duly licensed, in pursuance of by-laws under this section, shall keep seamen's lodging houses or let lodgings to seamen from a date therein named, a person acting in contravention of that order shall, for each offense, be liable to a fine not exceeding one hundred pounds.

"(6) A local authority may defray all expenses incurred in the execution of this section out of any funds at their disposal as sanitary authority, and fines recovered for a contravention of this section, or of any by-law under this section, shall be paid to such authority and added to those funds.

"(7) In this section the expression 'local authority' means, in the administrative county of London, the county council, and elsewhere in England the local authority under the public health acts, and in Scotland the local authority under the public health (Scotland) act, 1867, and the acts amending the same, and in Ireland the local authority under the public health (Ireland) act, 1878, and the expression 'district' means the area under the authority of such local authority."

By-laws have been made by the sanitary authorities at the following ports: Middlesbrough, South Shields, Liverpool, Cardiff, Tynemouth, Penarth, Barry, and Cadixton. These by-laws have been approved by the Board of Trade as required by the section. At two of these ports, viz, Penarth and Barry, orders in council have been issued providing that none but persons duly licensed under the by-laws shall keep seamen's lodging houses or let lodgings to seamen. The Board of Trade are of opinion that on the whole these by-laws have worked satisfactorily.

"215. If a person demands or receives from a seaman or apprentice to the sea service payment in respect of his board or lodging in the house of that person for a longer period than the seaman or apprentice has actually resided or boarded therein that person shall for each offense be liable to a fine not exceeding ten pounds.



"216. (1) If a person receives or takes into his possession or under his control any money or effects of a seaman or apprentice to the sea service and does not return the same or pay the value thereof when required by the seaman or apprentice, subject to such deduction as may be justly due to him from the seaman or apprentice in respect of board or lodging or otherwise, or absconds therewith he shall for each offense be liable to a fine not exceeding ten pounds.

"(2) A court of summary jurisdiction may, besides inflicting a fine, by summary order direct the amount of the money, or the value of the effects, subject to such deduction as aforesaid, if any, or the effects themselves to be forthwith paid or delivered to the seaman or apprentice."

Action under these sections would only be taken in a court of law. The superintendent's duty would be to advise and to report infringements to the Board of Trade.

"217. If within twenty-four hours after the arrival of a ship at a port in the United Kingdom a person then being on board the ship solicits a seaman to become a lodger at the house of a person letting lodgings for hire, or takes out of the ship any effects of a seaman, except under the personal direction of the seaman and with the permission of the master, he shall for each offense be liable to a fine not exceeding five pounds."

The larger powers conferred by the following section (218) would tend, no doubt, to lessen prosecutions being taken under the above:

"218. Where a ship is about to arrive, is arriving, or has arrived at the end of her voyage, and any person not being in Her Majesty's service or not being duly authorized by law for the purpose (a) goes on board the ship without the permission of the master, before the seamen lawfully leave the ship at the end of their engagement, or are discharged (whichever last happens), or (b) being on board the ship remains there after being warned to leave by the master, or by a police officer, or by any officer of the Board of Trade or of the customs, that person shall for each offense be liable to a fine not exceeding twenty pounds, or, at the discretion of the court, to imprisonment for any term not exceeding six months; and the master of the ship or any officer of the Board of Trade may take him into custody and deliver him up forthwith to a constable to be taken before a court capable of taking cognizance of the offense."

Superintendents are instructed that the officer who boards the vessel is to ascertain whether persons found on board other than those excepted by the section have received the master's permission to be on board. If not he is to require such persons to leave the ship. If they refuse to do so the case is to be reported to the Board of Trade for prosecution. At the express desire of the master or mate of the ship the Board's officer may take such persons into custody and remove them by force. Superintendents are directed, however, to use their discretion in carrying out these instructions.

"219. Whenever it is made to appear to Her Majesty that the government of a foreign country (a) has provided that unauthorized persons going on board British ships which are about to arrive or have arrived within its territorial jurisdiction shall be subject to provisions similar to those of the last preceding section, which are applicable to persons going on board British ships at the end of their voyages, and (b) is desirous that the provisions of the said section shall apply to unauthorized persons going on board ships of that foreign country within British territorial jurisdiction, Her Majesty in council may order that those provisions shall apply to the ships of that foreign country, and have effect as if the ships of that country arriving, about to arrive, or having arrived at the end of their voyage were British ships."

The same instructions are followed in the case of persons boarding vessels belonging to countries to which section 218 has been applied.

"249. The Board of Trade may dispense with the transaction in a mercantile marine office, or before a superintendent, of any matters required by this act to be so transacted; and thereupon those matters, if otherwise duly transacted, shall be as valid as if they were transacted in such an office or before a superintendent."

This section has been acted upon with regard to the engagement and discharge of seamen. The Board of Trade, under certain conditions, allow such business to be transacted on board ship, as well as at a mercantile marine office. They have not, however, seen their way to permit the presence of a superintendent or deputy superintendent to be dispensed with in respect of this or any other business. Primarily, engagement and discharge on board has been allowed to meet the convenience of shipowners whose vessels are not long in port and who wish to discharge and reengage their crews with the least possible loss of time. But the system also helps to prevent the crimp from getting at and defrauding the seaman.



## STATEMENT 2.—ABOLITION OF IMPRISONMENT.

Following is the text of the British law abolishing imprisonment for desertion in Great Britain:

“222. (1) If in the United Kingdom a seaman or apprentice is guilty of the offense of desertion or of absence without leave, or otherwise absents himself from his ship without leave, the master, any mate, the owner, ship's husband, or consignee of the ship may, with or without the assistance of the local police officers or constables, convey him on board his ship, and those officers and constables are hereby directed to give assistance if required.

“(2) Provided, that if the seaman or apprentice so requires he shall first be taken before some court capable of taking cognizance of the matter to be dealt with according to law.

“(3) If it appears to the court before whom the case is brought that the seaman or apprentice has been conveyed on board or taken before the court on improper or insufficient grounds, that court may inflict on the master, mate, owner, ship's husband, or consignee, as the case may be, a fine not exceeding twenty pounds; but the infliction of that fine shall be a bar to any action for false imprisonment in respect of the arrest.”

“223. (1) If out of the United Kingdom, either at the commencement or during the progress of any voyage, a seaman or apprentice is guilty of the offense of desertion or of absence without leave, or otherwise absents himself from his ship without leave, the master, any mate, the owner, ship's husband, or consignee may, in any place in Her Majesty's dominions out of the United Kingdom, with or without the assistance of the local police officers or constables (and those officers and constables are hereby directed to give assistance if required), and also at any place out of Her Majesty's dominions, if and so far as the laws in force at that place will permit, arrest him without first procuring a warrant.

“(2) A person so arresting a seaman or apprentice may in any case, and shall in case the seaman or apprentice so require and it is practicable, convey him before some court capable of taking cognizance of the matter to be dealt with according to law, and for that purpose may detain him in custody for a period not exceeding twenty-four hours, or such shorter time as may be necessary; but if the seaman or apprentice does not require to be so taken before a court, or if there is no such court at or near the place, the person arresting him may at once convey him on board his ship.

“(3) If it appears to the court before whom the case is brought that an arrest under this section has been made on improper or on insufficient grounds the master, mate, owner, ship's husband, or consignee who made the arrest, or caused it to be made, shall be liable to a fine not exceeding twenty pounds; but the infliction of that fine shall be a bar to any action for false imprisonment in respect of the arrest.

“(4) If out of the United Kingdom a seaman or apprentice is imprisoned for having been guilty of the offense of desertion or of absence without leave, or for having committed any other breach of discipline, and during his imprisonment and before his engagement is at an end, his services are required on board his ship, a justice of the peace may, on the application of the master or of the owner or his agent, notwithstanding that the period of imprisonment is not at an end, cause the seaman or apprentice to be conveyed on board his ship for the purpose of proceeding on the voyage, or to be delivered to the master or any mate of the ship, or to the owner or his agent, to be by them so conveyed.”

## REPORTS OF CONSULS.

Following are the reports of American consuls on the law abolishing imprisonment just quoted:

## QUEENSTOWN.

After painstaking investigation of the matter I am of the opinion that paragraph 222 of the British merchant shipping act of 1894 operates satisfactorily to all interests and is regarded generally as an improvement on matters as they stood before the present law went into effect. The section which empowers those authorized under the act to convey aboard a seaman or apprentice guilty of the offense of desertion or absence without leave, provided he does not require to be brought before a court capable of dealing with the matter, is considered beneficial in every respect. Often masters advance sums of money to their seamen to enable them to get their “kits” (personal effects) out of pawn or to pay small board bills or other necessary items, and the men frequently apply the advances in ways other than intended. It was no satisfaction to the masters or owners to know that men so offending would suffer imprisonment for a limited time. The money so advanced was lost unless sufficient wages became or had become due to deduct such sums before the section in question had been contravened. Prison bars restored nothing, and the case was not materially



modified by the general custom of paying advance wages by means of notes on the ship's agents to be cashed after the ship should have sailed. Manifestly the imprisonment system was unsatisfactory.

Now, when a seaman signs for a voyage he has got to keep to his agreement or get well out of the way of the ship's officers and the officers of the law. He may cause trouble; indeed, he very often does; but the master gets the labor bargained for and the seaman is removed from the temptations that crowd thickly the hours of idleness ashore, and which too frequently impair his capacity for usefulness. When in prison he was worse than idle, he was in legal disgrace. Happily the power to arrest is hedged in by strong safeguards, and no seaman may be unjustly held or dealt with. These conclusions I have arrived at, not from much personal knowledge of the subject, since as pertaining to British seamen it is a matter apart from my duties, but from the experience or observation of those directly concerned. It is proper to say, however, that a chief reliance for information has been upon neither owner, master, nor man, but upon the clerk of the petty sessions court at Queenstown, Mr. Frank Heney, who may be accepted as an expert, for he has had to deal officially with disputes between masters and men for twenty years, and is a close observer, as he is a man of high character and ability. He is at present bringing through the press a digest of that colossal shipping act of 1894, expert preliminary criticism of which is in the highest degree favorable.

As a matter of fact, I beg leave to add that since the year 1880 (43 and 44 Vic., cap. 16) the power to imprison for desertion has been abolished. The act of 1894 consolidates the act of 1880, as it does the provisions of all previous enactments not abrogated. No better argument, it seems to me, could be adduced than that imprisonment has been abolished for fifteen years and that no complaint has been known against such abolition. The act of 1880 gave the power to rescind contracts in cases of disputes between masters or owners and seamen. That power is likewise in the act of 1894. (See section 168.) So, taking everything into consideration, it will be observed that every facility is granted to master, owner, seaman, or apprentice to have cause of complaint decided in an impartial manner.

#### SOUTHAMPTON.

As the result of my inquiries I find that the paragraph in question is a dead letter owing to the failure of the police to carry it out, in which they receive the support of the local magistrates. Even could it be put in force the fact of having to take a seaman before a magistrate would in the majority of cases cause so much trouble and loss of time that masters would prefer to blacklist the man and engage a substitute more susceptible to discipline. Seamen are always plentiful here, and my experience has been that masters rather encourage men to desert than otherwise. The system which has obtained in England for many years of blacklisting men for desertion is more than an adequate punishment for this offense, and in a port like Southampton, where all the large steamships act in concert, and sailing vessels rarely enter, such punishment is severely felt.

#### GLASGOW.

I find the owners and masters of British vessels a unit on this subject. They are not satisfied with the law as it now stands, and prefer the old law of punishment by imprisonment. They claim that section 222 is practically inoperative, inasmuch as, in cases of desertion or absence without leave within the United Kingdom, which generally takes place at the port of departure for some foreign country, and an arrest under the present law is made by any of the ship's officers, and the seamen demand to be taken before a court, there is no one to do this, because the officers must sail with the ship within a few hours. They, therefore, as a general rule, let the seamen go without attempting to take them back to the ship, preferring to fill their places at the docks. So far, within the time that the act has been a law, there has not been much difficulty in finding such substitutes for deserters and absentees. They further claim that under the old law imprisonment acted as a deterrent against such absences and desertions, but under the present statute there is no remedy to the shipowner other than section 222, except a civil action for damages for breach of contract, which remedy is absolutely worthless. Most of the seamen are without property, and a judgment for damages, if obtained, can not be collected. They further claim that in cases of strikes among seamen the organized unions of sailors will send their men down to sign on board of a vessel, and the owner and master, supposing that a crew is engaged, will get ready and advertise to sail at a certain hour. When the time for sailing arrives the crew are found absent, leaving perhaps but an hour or two before the sailing time. Having no fear of punishment by imprisonment the seamen understand that they can do this with impunity. This is especially trying at Glasgow, where a ship must sail within an hour or two of high tide or wait twelve hours for another flow.



The masters and owners would find no serious fault with section 222 if the remedy by imprisonment also existed. They also complain of subsection 3, which acts as a deterrent to arrest under section 222, as the fear of a fine intervenes if the court shall find, as it may, that the arrest was improper or on insufficient grounds.

I also interviewed some of the shipping officers of the British Board of Trade, and found among them a difference of opinion—some holding the views of the owners and masters as above given, and some inclining to the views of the seamen, which are hereafter stated.

The seamen appear to be well satisfied with the act of 1894, with the exception of a few clauses. Those interviewed by me were unanimous in their approval of section 222 as a substitute for the old law of punishment by imprisonment. They ask, with some show of justice, why should a seaman before he has departed from the United Kingdom, or left his sailing port on a sea voyage, be imprisoned for a mere breach of a civil contract any more than a person in any other employment or calling? They insist that section 222 imposes no hardship upon the vessel owners or masters, and that it gives to the seamen only common justice, putting them on an equality with other laborers and employees. They say that if, on account of the sailing, none of the ship's officers can take the seaman before a court if he demands it, that the owner or his agents who do not sail upon the ship can do so, or the sailor can be turned over to the police to be conveyed before the court, where the master may appear and prove his case against such seaman, either personally or by counsel; that it, therefore, need work no inconvenience to the ship or prevent its sailing, as, in these hard times there are always at the docks and shipping offices plenty of able seamen anxiously awaiting employment.

Under subsection 2 of section 224 of the same act, by giving forty-eight hours' notice, a seaman can avoid arrest even, under section 222. This suits neither side of the controversy—the owners not liking the clause at all, and the seamen insisting that the time should be limited to twelve hours or at least twenty-four, as they claim most of the men sailing from Glasgow are not "signed on" or enlisted until about twelve hours before the vessel sails.

In obtaining views of the seamen, I interviewed, among others, the officers of the Seamen's Union in Glasgow, who, of course, agreed with the seamen.

#### LIVERPOOL.

The consensus of opinion is that the section in question is not an adequate substitute for the old law, and consequently that it is not regarded as satisfactory by shipowners and shipmasters. In reply to my inquiry a firm of steamship owners, whose vessels are employed in the Mediterranean trade, writes as follows:

"As owners, we are distinctly of opinion that the present section is simply a travesty of its predecessor, and like many other sections of our merchant shipping act, could scarcely have been framed or approved by anyone practically acquainted with shipping. As the act now stands the seamen and the master of the ship enter into an agreement supposed to be mutually binding. The former can, at their own caprice, at any time before sailing, repudiate the contract, whilst the latter is held to absolute compliance with its provisions under pain, in default, of substantial penalties. This is law. It is not equity."

Another firm having vessels engaged in the West Indian, New Orleans, and Pernambuco trade, says:

"Section 222 is good so far as it goes, giving full power to arrest the seaman or apprentice, who can be taken on board, or, if he insists upon it, taken before a court, which can, by section 224, order him to be put on board. One difficulty is when the man can not at once be found so as to be arrested and the ship sails without him. We see no section which punishes the man who refuses to join except by making deductions from his wages, which is useless when he has earned none. Another difficulty is that the court provided by section 222 can only order him to be conveyed on board, and can not punish him at all if the ship has gone to sea and he has earned no wages."

The agents of one of the Atlantic lines say of the clauses in question:

"They have never been satisfactory to shipowners, and have worked most injuriously. \* \* \* While these clauses are injurious to shipowners, still they would be wise to be content with the situation for a while longer rather than risk a whole lot of fresh legislation."

Another line in the Atlantic trade says:

"Numerous instances could be cited where whole crews of vessels have refused to obey orders and have come ashore in order to enforce the exclusion of men not of the same union, and the only recourse was to summons them before a magistrate, entailing the detention of the ship. The result has almost invariably been that they were ordered to forfeit two days' pay, when no pay had been earned. The only deterrent, therefore, to a repetition of such conduct is the prospect of the loss of



future employment, but it is a matter of daily occurrence in British ports that seamen and foremen refuse to join, after signing, without any reason assigned, and no one thinks of taking action in the premises, despite the great inconvenience they sustain."

The secretary of the Shipping Federation writes as follows:

"In reply I have to state that since 1880, when the penalty of imprisonment (for desertion in the United Kingdom) was repealed, the provisions of section 222 have been in force, but, far from operating satisfactorily, they have been entirely inoperative and can not in any way be regarded as an adequate substitute for the old law, which, though seldom enforced, undoubtedly acted as a deterrent against desertion with fraudulent intent.

"You will probably have observed that although under section 222 paragraph 1 provides a remedy for desertion or absence without leave, paragraph 2 destroys that remedy, as a shipmaster on a sailing tide will not detain the vessel in order to prosecute, and invariably replaces deserters by substitutes and proceeds to sea. Paragraph 3 merely provides for a penalty to be inflicted on the master, mate, owner, etc., for complying with paragraphs 1 and 2 if the court thinks they have done so improperly, as the seaman would allege.

"From the foregoing you will note that, while deserters from British vessels abroad are liable to imprisonment and forfeiture of wages and effects, there is practically no punishment for deserters failing to join in the United Kingdom, as the seaman has earned no wages, and has, on the contrary, in most cases drawn his advance note for a month's pay, his effects (if any on board) are of no value, and one result of the altered law has been to encourage worthless men to sign articles merely for the purpose of obtaining advance notes, which they fraudulently cash, without any intention of sailing. They usually escape to another port and repeat the offense.

"Such has been the main result of the altered law during the last fourteen years, to the great detriment of British shipowners, while during the last five years further advantage has been taken in the absence of available punishment by Seamen's Union officials, who frequently have been able to dictate terms by causing whole crews to desert or refuse duty at point of sailing. My executive council (representing nine-tenths of British foreign-going tonnage) were, therefore, compelled in self-defense to establish thirty registry offices at different ports in the Kingdom in order to provide willing and competent seamen, the effect of which has been to reduce the number of offenses.

"Liability to arrest and imprisonment is the only adequate punishment for desertion with fraudulent intent, but my executive council have suggested to the Board of Trade that for ordinary cases the present law might be amended by making the wages of such deserters 'earned in the next ship in which they sail' liable to forfeiture in the same way as such wages for deserters abroad are liable to forfeiture."

The secretary of the Mercantile Marine Service Association writes:

"That the abolition of imprisonment for desertion by the merchant shipping act of 1880 and the substitution of the previous provision by the power given to the master, mate, owner, etc., to 'convey him on board' has never been regarded as satisfactory by my association, as our experience has gone to show that this power is inoperative by reason of clauses 2 and 3 of section 222, which provide that the seaman or apprentice shall first be taken before some court if he so requires. It has frequently happened that just as a ship was about to sail one of the seamen has jumped ashore at the dock gates, and if the master has gone to the trouble to have him secured and conveyed on board he of course demands to be taken before the court, and rather than allow the ship to incur the delay which such a proceeding would entail the master has been glad to let the man go and ship a pierhead substitute. The seaman is thus master of the situation, and in the opinion of my association such a condition of things is most unsatisfactory, not only to master and owners, but also to the seamen themselves in that they have now every opportunity of breaking their agreements and causing much trouble and delay to the ship if so disposed."

The superintendent of the mercantile marine office says:

"So far as the law affected this office, I may mention that prior to the abolition of imprisonment the percentage of desertions was much lower than it has been since."

#### LONDON.

This act abolishes imprisonment for desertion, and in its place empowers the owner, consignee, or officers of the ship to arrest the deserter with or without the assistance of the police or other public authorities. I find that this act is practically a dead letter. The shipowner or master knows only at the last moment that the vessel is short of a man, and the missing one's place is filled speedily, arrangements to that end being made at all the principal ports in the United Kingdom. The missing men are not followed, for they could not be found in time to get them aboard ship, and paragraph 2 allows them to take the matter before a magistrate.



The belief prevails that no adequate penalties can be imposed under the provisions of the act. Not only sailors and firemen, but petty officers, such as boatswains, carpenters, and cooks, whose places can not be so readily supplied, and whose presence is necessary for the comfort and safety of the ship's company, have been known to leap ashore at the last moment and disappear. I learn that under the present system it is much more difficult for the men to get their advance notes cashed, as the notes are not payable unless the men sail, and then not until three days after the vessel clears. The shipowners contend that the practical effect of the abolition of imprisonment for desertion is to encourage the practice, and that while the shipowner is held to perform his part of the contract there is no security that the seaman will fulfill his. A civil action against a deserting seaman is obviously useless, and other procedure under the law, as I have already pointed out, is not availed of because regarded as ineffectual.

## SWANSEA.

So far as I have been able to learn, there exists no dissatisfaction with the changed provisions of the British merchant shipping act regarding the desertion of seamen among either the owners, masters, or seamen of British vessels. Owing to the plethora of sailors, and perhaps also to the fact that there is usually a balance of wages back in favor of the vessel, attempts to force deserters back to their employment are rarely made. Advance notes are made payable three or four days after the vessel has sailed, with the seaman on whose account the advance is given on board, so that in case of desertion before the vessel sails the owners do not have to pay.

## PLYMOUTH.

I have interviewed some shipowners of this port, who state that in their opinion section 222 of the British merchant shipping act of 1894 operates satisfactorily and that their captains are of the same opinion.

## BRISTOL.

(1) The opinion of owners and masters is diametrically opposed to that of seamen; (2) the unanimous opinion of owners and masters whom I have consulted is that clause 222 is useless and ineffective; (3) the seamen claim that the clause answers every purpose, that desertions after shipment are no more frequent than under previous acts, and that they (the seamen) are no longer subject to what they designate as arbitrary acts of power.

Having summarized thus, I state a few particulars. The superintendent of mercantile marine in Bristol (a Board of Trade officer whose duties are similar to those of our shipping commissioners) states that the clause is of no effect, that a seaman arrested under its provisions demands a hearing before a magistrate, and that before the case can be heard the ship in ordinary course will have proceeded to sea. In one or two instances, he states, the proceedings have been continued after the departure of the ship by managers of regular lines, the obvious intention being to deter other seamen in the future from breaking contracts. The magistrate in one such case inflicted a fine of 5 shillings (\$1.20). This penalty was considered by shipowners to be entirely inadequate and proceedings have not since been taken under the clause. A shipowner said to me: "We are completely in the power of the men. They can sign on and then stand on the dock and laugh at us. They know it is not worth our time or trouble to follow them up before the magistrate." The manager of a line said: "We never rely on the clause. If a man won't come aboard after signing we fill his place." The agent of another line said: "We don't bother about it; it's no use so far as the particular man goes, for the ship's away before the case is on, and the magistrates are easy with him, and so there's no lesson taught others."

For the seamen's point of view I quote Mr. Jarman, head of the Bristol branch of the National Sailors and Firemen's Union: "There are not so many failures to go aboard as there used to be under severer laws," he says, "and the clause answers every purpose." I put the following question to Mr. Jarman: "Shipping is dull now, and berths are not so easy to get. Suppose a time of prosperity came and there was a demand for sailors, has the ship, under the present law, means of protecting herself and of compelling the fulfillment of contracts?" His answer was, "There is quite enough power. Sailors don't refuse to go to sea merely from a freak. Suppose a man signs on, and then sees that an old shipmate is in the forecabin with him; a man that he can't get on with, and that means trouble and a row all the voyage. It's some such reason as this that makes a sailor back out nearly every time. Under the law, if he wants to back out after signing, he must give forty-eight hours' notice. Well, you know yourself not one ship in a hundred signs articles forty-eight hours before sailing, so the seaman can't comply with the law, and so he stays



away and takes the chances of being summoned and fined." "But I understand that nobody troubles himself to do that any more," I said. "He has his remedy," said Mr. Jarman; "if he does not use it, that is his affair. A man who willfully breaks a contract without reason is not likely to come off too easily before the magistrate. Our union, while it helps seamen to stand up for their rights, also encourages them to carry out their duties; and it doesn't pay seamen to get the union and shipmasters down on them. You see there are other things just as strong as law to encourage seamen to keep their contracts."

I thought it well to have also the opinion of Mr. J. Wilson, M. P., the head of the National Sailors and Firemen's Union. He writes me as follows:

"In the year 1880 the arrest (without warrant) of seamen serving on board ship was abolished. The shipowner now relies on section 222 of the merchant shipping act. Since arrest (without warrant) was abolished desertions have not become more frequent. For the first year or two they were rather on the increase, but since that time they have gradually decreased, and at present they are as low as at any time while the act referred to was in force. The shipowner seldom exercises the power which he has under section 222 when ships are in the United Kingdom. I have only known of one case where it was put in force, and that was in the port of Bristol, on one of Colonel Hill's steamers. A dispute took place, the crew refusing to sail the vessel. A warrant was issued, signed by the owner of the vessel, he being a magistrate, and the crew were arrested and detained at the police station (although they were not placed in the cells), and it was afterwards proved that the constable had no power to arrest the seamen. I have not known of any case during my experience where the master or mate has endeavored to place any part of the crew on board by force. I have known of one or two cases where a seaman, after getting on board of the ship, wanted to come ashore again, whereupon the master would immediately give him some order, which the seaman refused to obey, and he would then be arrested, brought on shore, and punished for refusing duty. There is seldom any detention of vessels in the United Kingdom for want of crews, as generally the Board of Trade provides officers whose duty it is to muster crews on vessels that are about to sail, and in the event of any number of the crew failing to turn up they at once secure other men to go in their places."

#### STATEMENT 3.—SAILORS' BOARDING HOUSES.

Following is a copy of the regulations of the Board of Trade, in compliance with which sailors' boarding houses must be conducted in Great Britain:

##### SCHEDULE REFERRED TO IN THIS ORDER.

1. The by-laws made by the sanitary authority as to seamen's licensed lodging houses on the 14th day of June, 1892, are hereby revoked.

2. In the construction of the following by-laws the masculine pronoun shall be held to include the feminine and the singular to include the plural.

3. A seaman, for the purpose of these by-laws, shall be understood to mean any male person, other than the holder of a certificate of competency or service as master, mate, or engineer, in the merchant service who, within four weeks immediately preceding the date of any transaction or occurrence within the scope of these by-laws, has been employed in any capacity whatsoever on board a ship, whether British or foreign, but shall not include persons engaged in fishing boats or in steam or other trawl boats.

4. Any person who, not being entered in the register kept by the sanitary authority as the keeper of a licensed seamen's lodging house, shall of himself, or by means of any agent or servant, hold himself out as keeping a seamen's lodging house shall be liable to a penalty not exceeding £20.

5. A house shall not be licensed as a seamen's lodging house until it has been inspected and approved for the purpose by the medical officer of health; and the sanitary authority may, if they think fit, require any person who applies for a license to produce to the sanitary authority a certificate from the chief police officer (in the Barry and Cadoxton local board district) to the effect (a) that, so far as known, he is a fit and proper person to have charge of such a house, or (b) that, so far as is known, no conviction militating against his competency for the charge of such a house has been registered against him in any police court within three years immediately preceding such application.

6. The sanitary authority shall cause to be kept a register of all licenses granted under these by-laws, and the suspension or revocation of any license shall be noted in that register.

7. A license granted to any person under these by-laws is not transferable to any other person, and any holder of a license who transfers or lends the same to any other person is deemed guilty of a breach of these by-laws.



8. A license granted under these by-laws continues in force (subject to suspension or revocation as in these by-laws provided) for one year from the date of the grant thereof, but the sanitary authority may, at their discretion, refuse to renew any license.

9. No house or part of a house which is in connection with any public house or beer house shall be licensed as a seamen's lodging house, nor shall any license be granted to any person who holds a license for the sale of intoxicating liquor.

10. No house occupied or used for the purpose of the business of a clothier or outfitter or slop dealer shall be licensed as a seamen's boarding house, nor shall any license be granted to a person engaged or interested in the business of a clothier, outfitter, or slop dealer.

11. Every keeper of a seamen's lodging house shall affix and keep undefaced and legible a notice with the words "Licensed seamen's lodging house" in some conspicuous place on the outside of such house.

12. Every keeper of a licensed seamen's lodging house, and every other person having or acting in the care or management thereof, shall at all times, when required by the medical officer of health or inspector of nuisances of the district, the chief constable, or any inspector of the county police force, or any detective officer specially authorized by the chief constable for the purpose, or any officer of the Board of Trade, give them, or any of them, free access to such house.

13. No keeper of a seamen's lodging house shall admit to or suffer to occupy any bedroom a greater number of lodgers than that fixed by the sanitary authority, or any committee thereof authorized in that behalf; and this number shall be legibly painted on the inner side of each bedroom door, with the prefix "Licensed for —" and the affix "Lodgers;" and in no case shall any bed be occupied by more than one lodger.

14. Whenever the sanitary authority shall consider it necessary to reduce the number of lodgers to be received in any bedroom in any seamen's lodging house, the keeper of the house shall, upon receiving notice in writing to that effect under the hand of the clerk to the authority, cease to permit such room to be occupied by any greater number of lodgers than that specified in such notice.

15. No keeper of a seamen's lodging house shall permit any kitchen, sitting room, or any other room below the ground level to be used as a bedroom.

16. Every keeper of a seamen's lodging house shall cause the windows of every bedroom in such lodging house to be kept open between the hours of 10 and 12 in the forenoon, or between the hours of 2 and 4 in the afternoon, unless prevented by the inclemency of the weather or the illness of any inmate of such room.

17. Every keeper of a seamen's lodging house shall cause the floors of every room in such lodging house to be thoroughly swept before the hour of 10 a. m. daily, and all floors which are not covered with carpet to be well and sufficiently washed on Friday in each week, before the hour of 12 noon.

18. Every keeper of a seamen's lodging house shall cause all bedclothes and bedding and every bedstead used in such house to be thoroughly cleansed from time to time, as often as shall be requisite for the purpose of keeping such bedclothes, bedding, and bedstead in a clean and wholesome condition.

19. Every keeper of a seamen's lodging house shall, for the use of the lodgers received into such house, cause to be provided a sufficient number of basins or other receptacles for water, of adequate capacity and suitably placed, and a sufficient supply of water and a sufficient number of towels for use in connection with such basins or other receptacles. He shall cause such basins or receptacles to be kept clean and in good order and the supply of towels to be renewed from time to time, as often as may be requisite.

20. Every keeper of a seamen's lodging house shall cause all solid or liquid filth or refuse to be removed once at least in every day, before the hour of 10 in the forenoon, from every room in such house, and shall once at least in every day cause every vessel, utensil, or other receptacle for such filth or refuse to be thoroughly cleansed.

21. In the event of any inmate of a seamen's lodging house, whether a lodger or otherwise, being attacked by any infectious disorder, the keeper of such house shall forthwith give intimation of the same to the medical officer of health.

22. Every keeper of a seamen's lodging house, immediately after he shall have been informed or shall have ascertained that any lodger in such house is ill of any infectious disease, shall adopt all such precautions as may be necessary to prevent the spread of such infectious disease.

Such keeper shall not, at any time while such lodger is suffering from such infectious disease, cause or allow any other person, except the wife or any other relative of such lodger, or except a person voluntarily in attendance on such lodger, to use or occupy the same room as such lodger.

Where, in pursuance of the statutory provision in that behalf, the sanitary authority may order the removal of such lodger to a hospital or other place for the reception of the sick, such keeper, on being informed of such order, shall forthwith take all



such steps as may be requisite on his part to secure the safe and prompt removal of such lodger in compliance with the order of the sanitary authority, and shall in and about such removal adopt all such precautions as, in accordance with any instructions which he may receive from the medical officer of health, may be most suitable for the circumstances of the case.

Where, in consequence of the illness of such lodger, there may be reasonable grounds for apprehending the spread of infection through the admission of lodgers to any room or rooms in such house, or through the admission to such room or rooms of the maximum number of lodgers authorized to be received therein, such keeper, after being furnished with the necessary instructions from the medical officer of health, and until the grounds for apprehending the spread of infection shall have been removed, shall cease to receive any lodger in such room or rooms, or shall receive therein such number of lodgers, being less than the maximum number, as the exigencies of the case may require.

Such keeper shall, immediately after the death, removal, or recovery of any lodger who may have been ill of any infectious disease, give written notice thereof to the medical officer of health, and shall, as soon as conveniently may be, cause every part of the room which may have been occupied by such lodger to be thoroughly cleansed and disinfected, and shall also cause every article in such room which may be liable to retain infection to be in like manner cleansed and disinfected unless the sanitary authority shall have ordered the same to be destroyed.

He shall comply with all instructions of the medical officer of health as to the proper cleansing and disinfection of the room and articles.

When the same shall have been thoroughly cleansed and disinfected in accordance with such instructions he shall give written notice thereof to the medical officer of health, and until two days from the giving of such notice shall have elapsed, and unless and until by such cleansing and disinfection the necessary precautions for preventing the spread of disease shall have been duly taken, such keeper shall not cause or suffer any other lodger to be received into the room which, in the case hereinbefore specified, may have been exposed to infection.

23. Every keeper of a seamen's lodging house shall provide, in a suitable and convenient situation, for the separate use of lodgers, a proper urinal and a properly constructed watercloset or privy receptacle in the proportion of one such urinal and closet or privy for every twenty lodgers, and he shall cause such urinal and water-closets or privies to be kept in good order and in a thoroughly cleanly and inodorous condition.

24. Every keeper of a seamen's lodging house shall cause the yard in connection therewith to be kept in good order and thoroughly clean and free from any accumulation of filth or other refuse.

25. No keeper of a seamen's lodging house shall permit persons of different sexes to occupy the same sleeping room, except they be a married couple, or parents with their children under 10 years of age.

26. No keeper of a seamen's lodging house, nor any person having or acting in the management thereof, shall knowingly lodge or knowingly harbor any thief or reputed thief, or any prostitute or reputed prostitute.

27. Every keeper of a seamen's lodging house shall keep a register, in which he shall enter the name, age, and nationality of every seaman lodger received into such house, the name of the last vessel such seaman lodger was discharged from, and the port of discharge, together with the name and port of registry of any vessel he may join while resident in such house, or his declared destination on leaving.

28. Every keeper of a seamen's lodging house shall place a copy of these by-laws in a conspicuous position in the common sitting room of such house, and shall enter upon the space left for the purpose at the foot of the copy a scale of the charge per day for board, lodging, and necessaries, to be made by him; and he shall not make a higher charge than is provided by the scale, on any pretense whatever.

29. Upon the licensing authority being satisfied that any person to whom a license has been granted under these by-laws has been guilty of a breach of the merchant shipping act, 1854, or the acts amending the same, or has kept a house in which drunkenness, gambling, or immoral or fraudulent practices prevail, or has been a party to such proceedings, or neglects to remove from the lodging house any person of known immoral character who may have entered therein, or is failing to comply with these by-laws or any of them, the licensing authority may suspend or revoke all licenses granted him for seamen's lodging houses.

30. Every person offending against any of the foregoing by-laws, except when otherwise expressly provided, shall be liable to a penalty not exceeding £5 for every such offense.

31. These by-laws shall take effect from the 1st day of April, 1894.

Sanctioned.

A. J. MUNDELLA,  
*President of the Board of Trade.*

MARCH 21, 1894.



## APPENDIX H.

## PILOTAGE LAWS AND CHARGES.

Following are the laws of States, as far as ascertained, discriminating against American sailing vessels in the coasting trade, together with the rates of pilotage at various ports, and in some instances the aggregate receipts:

## NORTH CAROLINA.

When any master of a vessel not having a pilot on board, coming over the bar into Cape Fear River or being in the river and going out of either of the inlets, shall refuse a pilot across the bar, then each pilot so refused shall be entitled to the same pilotage as if he had been actually employed to pilot and had piloted such vessel. And when any master of a vessel shall refuse a pilot either up or down the Cape Fear River, then each pilot so refused shall be entitled to the full pilotage, in the same manner as he would have been had he been actually employed for the purpose of piloting such vessel. (Code of North Carolina, sec. 3502.)

Under State law vessels of over 60 tons burden are required to employ a pilot while passing through the inlets of North Carolina at the rate of 10 cents per ton.

*Wilmington.*—The pilotage charges from sea to Wilmington, and vice versa, are as follows:

|                                          |         |                                          |         |
|------------------------------------------|---------|------------------------------------------|---------|
| 6 feet and under $6\frac{1}{2}$ .....    | \$18.50 | 12 $\frac{1}{2}$ feet and under 13.....  | \$52.00 |
| 6 $\frac{1}{2}$ feet and under 7.....    | 20.25   | 13 feet and under 13 $\frac{1}{2}$ ..... | 58.50   |
| 7 feet and under 7 $\frac{1}{2}$ .....   | 22.75   | 13 $\frac{1}{2}$ feet and under 14.....  | 63.00   |
| 7 $\frac{1}{2}$ feet and under 8.....    | 24.00   | 14 feet and under 14 $\frac{1}{2}$ ..... | 69.00   |
| 8 feet and under 8 $\frac{1}{2}$ .....   | 25.00   | 14 $\frac{1}{2}$ feet and under 15.....  | 78.00   |
| 8 $\frac{1}{2}$ feet and under 9.....    | 26.75   | 15 feet and under 15 $\frac{1}{2}$ ..... | 86.00   |
| 9 feet and under 9 $\frac{1}{2}$ .....   | 27.50   | 15 $\frac{1}{2}$ feet and under 16.....  | 93.00   |
| 9 $\frac{1}{2}$ feet and under 10.....   | 29.50   | 16 feet and under 16 $\frac{1}{2}$ ..... | 103.00  |
| 10 feet and under 10 $\frac{1}{2}$ ..... | 31.25   | 16 $\frac{1}{2}$ feet and under 17.....  | 113.00  |
| 10 $\frac{1}{2}$ feet and under 11.....  | 35.00   | 17 feet and under 17 $\frac{1}{2}$ ..... | 123.00  |
| 11 feet and under 11 $\frac{1}{2}$ ..... | 38.25   | 17 $\frac{1}{2}$ feet and under 18.....  | 133.00  |
| 11 $\frac{1}{2}$ feet and under 12.....  | 42.50   | 18 feet and under 18 $\frac{1}{2}$ ..... | 143.00  |
| 12 feet and under 12 $\frac{1}{2}$ ..... | 46.50   |                                          |         |

Every vessel coming into Southport seeking or for orders, and every vessel coming in for harbor and needing a pilot, shall pay half the rate of pilotage from sea to Wilmington, in and out.

*Beaufort.*—Pilotage: Vessels over 60 tons arriving with or for cargo, if drawing 8 feet or under, \$1.50 per foot; 9 feet, \$1.75; 10 feet, \$2; 11 feet, \$2.25; 12 feet, \$2.50; 13 feet, \$3; 14 feet, \$4, and 15 feet and over, \$6 per foot.

## SOUTH CAROLINA.

The pilot ground of the bar of Charleston shall extend from the said bar 30 miles eastward, southward, and northward, and any master or commander of a vessel bearing toward any harbor or bar (all coasters and other vessels trading between any ports in this State excepted) who shall refuse to receive on board a licensed pilot for the said bar and harbor who shall offer to board, shall be, and is hereby, made liable on his arrival at the said port to pay such pilot who first offered to go on board and take charge of such vessel the rates and fees allowed and established as hereinafter mentioned, as if such pilot had actually brought in such vessel to such port. (Gen. Stat. of South Carolina, sec. 1272.)

*Charleston.*—The collector of customs at Charleston makes the following comprehensive and precise statement of charges on navigation imposed at that port:

(1) Pilotage is compulsory, and the charges are as follows:

|                                      |         |                                      |         |
|--------------------------------------|---------|--------------------------------------|---------|
| 6 feet draft or under.....           | \$15.00 | 14 $\frac{1}{2}$ feet or under ..... | \$60.00 |
| 7 feet or under .....                | 16.50   | 15 feet or under .....               | 66.00   |
| 8 feet or under .....                | 18.50   | 15 $\frac{1}{2}$ feet or under ..... | 69.00   |
| 9 feet or under .....                | 21.00   | 16 feet or under .....               | 84.00   |
| 10 feet or under .....               | 28.50   | 16 $\frac{1}{2}$ feet or under ..... | 100.00  |
| 11 feet or under .....               | 33.00   | 17 feet or under .....               | 110.00  |
| 12 feet or under .....               | 40.00   | 17 $\frac{1}{2}$ feet or under ..... | 120.00  |
| 12 $\frac{1}{2}$ feet or under ..... | 44.00   | 18 feet or under .....               | 130.00  |
| 13 feet or under .....               | 45.00   | Each additional 6 inches above 18    |         |
| 13 $\frac{1}{2}$ feet or under ..... | 50.00   | feet, the further sum of.....        | 10.00   |
| 14 feet or under .....               | 54.00   |                                      |         |



For taking a vessel around to Ashley River, if requested by the master, \$8; for taking letters from the city of Charleston to vessels outside of the bar and waiting orders and delivering them on board, the amount of inward pilotage of such vessel's draft.

The receipts from pilotage for the past year amounted to \$57,343.20.

*Beaufort.*—The receipts from pilotage for the year ending June 1, 1894, were \$17,373, the rates being as follows:

|                                 |         |                        |         |
|---------------------------------|---------|------------------------|---------|
| 6 feet or under.....            | \$18.00 | 17 feet or under.....  | \$90.50 |
| 7 feet or under.....            | 21.00   | 17½ feet or under..... | 97.41   |
| 8 feet or under.....            | 24.00   | 18 feet or under.....  | 104.63  |
| 9 feet or under.....            | 27.60   | 18½ feet or under..... | 112.16  |
| 10 feet or under.....           | 31.30   | 19 feet or under.....  | 120.00  |
| 11 feet or under.....           | 35.40   | 19½ feet or under..... | 128.15  |
| 12 feet or under.....           | 40.00   | 20 feet or under.....  | 136.61  |
| 12½ feet or under.....          | 43.50   | 20½ feet or under..... | 145.38  |
| 13 feet or under.....           | 47.31   | 21 feet or under.....  | 154.49  |
| 13½ feet or under.....          | 51.43   | 21½ feet or under..... | 163.85  |
| 14 feet or under.....           | 55.86   | 22 feet or under.....  | 173.55  |
| 14½ feet or under.....          | 60.60   | 22½ feet or under..... | 183.76  |
| 15 feet or under.....           | 65.96   | 23 feet or under.....  | 193.87  |
| 15½ feet or under.....          | 71.63   | 23½ feet or under..... | 204.49  |
| 16 feet or under.....           | 77.61   | 24 feet or under.....  | 215.42  |
| 16½ feet or under.....          | 83.90   |                        |         |
| For each drop.....              |         |                        | \$10.00 |
| Per day for such detention..... |         |                        | 4.00    |
| Docking.....                    |         |                        | 4.00    |

*Georgetown.*—Pilotage proceeds for twelve months ending May 31, 1894, \$6,481.50, at the following rates:

|                         |         |                         |         |
|-------------------------|---------|-------------------------|---------|
| 6 feet and under.....   | \$16.00 | 11 feet and under.....  | \$38.00 |
| 7 feet and under.....   | 19.00   | 11½ feet and under..... | 40.00   |
| 8 feet and under.....   | 23.00   | 12 feet and under.....  | 44.00   |
| 9 feet and under.....   | 26.00   | 12½ feet and under..... | 48.00   |
| 10 feet and under.....  | 28.00   | 13 feet and under.....  | 54.00   |
| 10½ feet and under..... | 31.00   |                         |         |

#### GEORGIA.

*Be it further enacted,* That any person, master, or commander of a ship or vessel, except vessels exempt by United States laws, and vessels while licensed under the provisions of this act, and vessels of less than 100 tons burden bearing toward any of the ports, rivers, or harbors of this State and who refuse to receive a pilot on board, shall be liable on his arrival in such port, river, or harbor in this State to pay the first pilot who may have offered his services outside the bar and exhibited his license as pilot, if demanded by the master, the full rates of pilotage inward and outward established by law for such vessel. (Acts of Georgia, 1886, part 1, title 6, sec. 4, p. 41.)

SEC. 3. They (the commissioners of pilotage) shall allow vessels running coastwise under United States license to pay, after paying the inward pilotage for that trip, an annual license of 25 cents per registered ton, which shall belong to the pilot entitled to the inward pilotage fee, and the payment of said license fee shall exempt at that port said vessel for twelve months thereafter from the compulsory employment of a pilot either inward or outward or payment therefor, unless services of a pilot are accepted.



*Savannah.*—Pilotage: Average annual receipts, \$47,000, at the following rates:

| Draft.               | Bar pilot-<br>age and<br>to Cock-<br>spur. | From<br>Cockspur<br>to Savan-<br>nah. | Total<br>amount. | Draft.               | Bar pilot-<br>age and<br>to Cock-<br>spur. | From<br>Cockspur<br>to Savan-<br>nah. | Total<br>amount. |
|----------------------|--------------------------------------------|---------------------------------------|------------------|----------------------|--------------------------------------------|---------------------------------------|------------------|
| 6 feet and under.... | \$10.76                                    | \$6.46                                | \$17.22          | 17 feet and under..  | \$57.34                                    | \$34.41                               | \$91.75          |
| 7 feet and under.... | 13.06                                      | 7.83                                  | 20.89            | 17½ feet and under.. | 61.02                                      | 36.72                                 | 97.74            |
| 8 feet and under.... | 14.83                                      | 8.89                                  | 23.72            | 18 feet and under..  | 64.05                                      | 38.55                                 | 102.60           |
| 9 feet and under.... | 16.69                                      | 10.01                                 | 26.70            | 18½ feet and under.. | 67.17                                      | 40.34                                 | 107.51           |
| 10 feet and under... | 21.08                                      | 12.64                                 | 33.72            | 19 feet and under..  | 71.72                                      | 43.04                                 | 114.76           |
| 11 feet and under... | 25.55                                      | 15.33                                 | 40.88            | 19½ feet and under.. | 74.96                                      | 44.99                                 | 119.95           |
| 12 feet and under... | 28.58                                      | 17.14                                 | 45.72            | 20 feet and under..  | 78.30                                      | 46.98                                 | 125.28           |
| 12½ feet and under.. | 30.30                                      | 18.18                                 | 48.48            | 20½ feet and under.. | 82.81                                      | 49.69                                 | 132.50           |
| 13 feet and under... | 31.84                                      | 19.11                                 | 50.95            | 21 feet and under..  | 87.50                                      | 52.50                                 | 140.00           |
| 13½ feet and under.. | 34.15                                      | 20.49                                 | 54.64            | 21½ feet and under.. | 93.75                                      | 56.25                                 | 150.00           |
| 14 feet and under... | 38.91                                      | 23.35                                 | 62.26            | 22 feet and under..  | 100.00                                     | 60.00                                 | 160.00           |
| 14½ feet and under.. | 42.74                                      | 25.64                                 | 68.38            | 22½ feet and under.. | 106.25                                     | 63.75                                 | 170.00           |
| 15 feet and under... | 45.08                                      | 27.04                                 | 72.12            | 23 feet and under..  | 114.06                                     | 68.44                                 | 182.50           |
| 15½ feet and under.. | 47.17                                      | 28.30                                 | 75.47            | 23½ feet and under.. | 121.88                                     | 73.12                                 | 195.00           |
| 16 feet and under... | 50.32                                      | 30.19                                 | 80.51            | 24 feet and under..  | 131.25                                     | 78.75                                 | 210.00           |
| 16½ feet and under.. | 54.13                                      | 32.48                                 | 86.61            |                      |                                            |                                       |                  |

*Brunswick.*—Pilotage: Annual receipts, \$42,000, at the following rates: Bar of St Simons and Turtle River and the bar of St. Andrews and Great St. Illa River:

| Draft.       | Pilotage. | Draft.       | Pilotage. | Draft.       | Pilotage. |
|--------------|-----------|--------------|-----------|--------------|-----------|
| <i>Feet.</i> |           | <i>Feet.</i> |           | <i>Feet.</i> |           |
| 6            | \$16.75   | 12           | \$43.75   | 18           | \$93.00   |
| 6½           | 18.75     | 12½          | 46.75     | 18½          | 99.00     |
| 7            | 20.25     | 13           | 49.25     | 19           | 105.00    |
| 7½           | 21.75     | 13½          | 52.25     | 19½          | 111.00    |
| 8            | 23.00     | 14           | 58.00     | 20           | 117.00    |
| 8½           | 24.50     | 14½          | 67.00     | 20½          | 123.00    |
| 9            | 26.00     | 15           | 71.00     | 21           | 129.00    |
| 9½           | 27.75     | 15½          | 74.00     | 21½          | 135.00    |
| 10           | 31.75     | 16           | 79.00     | 22           | 142.00    |
| 10½          | 37.00     | 16½          | 82.25     | 22½          | 165.00    |
| 11           | 39.00     | 17           | 87.00     | 23           | 195.00    |
| 11½          | 41.25     | 17½          | 89.50     |              |           |

*St. Marys.*—Pilotage at the following rates:

| Draft.       | Pilotage. | Draft.       | Pilotage. | Draft.       | Pilotage. |
|--------------|-----------|--------------|-----------|--------------|-----------|
| <i>Feet.</i> |           | <i>Feet.</i> |           | <i>Feet.</i> |           |
| 6            | \$12.00   | 10½          | \$37.00   | 15           | \$72.00   |
| 6½           | 16.75     | 11           | 40.00     | 15½          | 75.00     |
| 7            | 20.25     | 11½          | 42.50     | 16           | 80.00     |
| 7½           | 21.75     | 12           | 45.00     | 16½          | 82.50     |
| 8            | 23.00     | 12½          | 48.00     | 17           | 85.00     |
| 8½           | 24.50     | 13           | 50.00     | 17½          | 87.50     |
| 9            | 26.00     | 13½          | 52.50     | 18           | 90.00     |
| 9½           | 27.75     | 14           | 56.00     | 18½          | 92.50     |
| 10           | 30.00     | 14½          | 65.00     |              |           |

Rates for the bar of St. Simons and Turtle River and the bar of St. Andrews and Great St. Illa River from \$4 to \$8 higher.

#### ALABAMA.

SEC. 1396. Any master of a vessel bearing toward the port or harbor of Mobile, except coasters and other vessels trading between the ports of Mobile, New Orleans, and Pensacola, who refuses to receive a pilot on board, is liable on his arrival in the bay or harbor of Mobile to pay the first pilot who offered his services outside the bar and exhibited his license as pilot, if demanded by the master, one-half the rate of pilotage allowed a vessel of such draft. (Code of Alabama.)



*Mobile.*—Pilotage charges as follows:

| Draft.       | Rate.            | Total.  | Draft.       | Rate.            | Total.  | Draft.       | Rate.            | Total.  |
|--------------|------------------|---------|--------------|------------------|---------|--------------|------------------|---------|
| <i>Feet.</i> | <i>Per foot.</i> |         | <i>Feet.</i> | <i>Per foot.</i> |         | <i>Feet.</i> | <i>Per foot.</i> |         |
| 9            | \$2.50           | \$22.50 | 14           | \$3.50           | \$49.50 | 19           | \$5.00           | \$95.00 |
| 9½           | 3.00             | 28.50   | 14½          | 5.00             | 72.50   | 19½          | 5.00             | 97.50   |
| 10           | 3.00             | 30.00   | 15           | 5.00             | 75.50   | 20           | 5.00             | 100.00  |
| 10½          | 3.00             | 31.50   | 15½          | 5.00             | 77.50   | 20½          | 6.00             | 123.00  |
| 11           | 3.25             | 35.75   | 16           | 5.00             | 80.00   | 21           | 6.00             | 126.00  |
| 11½          | 3.25             | 37.35   | 16½          | 5.00             | 82.50   | 21½          | 6.00             | 127.00  |
| 12           | 3.25             | 39.00   | 17           | 5.00             | 85.00   | 22           | 6.00             | 132.00  |
| 12½          | 3.50             | 43.75   | 17½          | 5.00             | 87.50   | 22½          | 6.00             | 135.00  |
| 13           | 3.50             | 45.50   | 18           | 5.00             | 90.00   |              |                  |         |
| 13½          | 3.50             | 47.25   | 18½          | 5.00             | 92.50   |              |                  |         |

#### MISSISSIPPI.

The laws of Mississippi exempt all American vessels not exceeding 150 tons register from the payment of compulsory pilotage. (Acts of 1876, chapter 107.)

*Biloxi (Ship Island).*—Pilotage: Vessels 18 feet draft or under, \$3 per foot; over 18 feet draft, \$4 per foot. Receipts for the year 1893, about \$6,000.

*Pascagoula.*—Pilotage: Vessels of 300 tons burden or over, \$4 per foot; vessels under 300 tons, \$3 per foot. Aggregate receipts for 1893, \$11,000.

*Vicksburg.*—No charges for pilotage.

*Natchez.*—No charges under the heads named.

#### FLORIDA.

SEC. 948. *Rates of pilotage.*—The board of pilot commissioners of each port may fix the rates of pilotage which shall be paid by any vessel entering their port; but in no case shall they fix the rates greater than the rates now provided by law, as follows:

\* \* \* All steamers or vessels entering any port, or leaving the same, shall be subject to pay any licensed pilot performing duty on board, or to the pilot who shall first speak to such steamer or vessel, the following rates of pilotage: \* \* \* *Provided*, That all steamers or vessels carrying the regular United States mails shall pay half pilotage only: *Provided further*, That all steamers or vessels drawing less than six feet of water, and having a coastwise license, shall be exempt from paying whole or half pilotage, unless they employ a pilot.

Pilotage under State law: Vessels drawing 2 feet or less, \$2 per foot; 6 to 10 feet, \$3 per foot; 10 to 14 feet, \$4 per foot; 14 to 20 feet, \$5 per foot; over 20 feet, \$6 per foot. Vessels carrying United States mails, half pilotage. Vessels drawing less than 6 feet with coastwise license are exempt.

*Cedar Keys.*—Pilotage, 5 to 7 feet, \$2 per foot; 7 to 10 feet, \$3 per foot; 10 to 12 feet, \$4 per foot.

*St. Augustine.*—Pilotage, \$2 per foot up to 10 feet; over 10 feet, \$3 per foot.

#### LOUISIANA.

SEC. 2. The pilots of the port of New Orleans shall be entitled to ask and receive pilotage at the rate of \$3.50 for every foot of water drawn by any ship or vessel piloted by them drawing 10 feet of water or less, and \$4.50 per foot for vessels over 10 feet of water up to 18 feet of water, all vessels drawing over 18 feet of water to pay same rate as vessels drawing 18 feet and no more. Vessels of 100 tons and under, lawfully engaged in the coasting trade of the United States, shall not be required to take pilot unless the master of such vessel demands the pilot service.

Pilotage: Bar, per foot draft each way, \$4.50; river, regular rate, \$60; under contract, sometimes done for \$40.

*Brashear.*—Pilotage, no charges fixed by law.

#### TEXAS.

Any vessel going in or out of a port in Texas shall be liable to the first pilot whose services she declines to one-half pilotage in and one-half pilotage out. (Revised Statutes of Texas, art. 3649.)

*Galveston.*—Pilotage, \$4 per foot draft.

*Corpus Christi.*—Pilotage, \$2 per foot; channel tolls on all vessels over 4 feet draft, 15 cents per ton.

*Brazos de Santiago.*—Pilotage, \$4 per foot.

Collectors of customs at El Paso and Eagle Pass report no charges.



## MARYLAND.

*Baltimore.*—Pilotage under State law is compulsory. Vessels drawing 12 feet and under are charged \$3.50 per foot. Those drawing over 12 feet but less than 15 are charged \$4 per foot, and those drawing 15 feet and over are charged \$5 per foot. This service covers the Chesapeake Bay from Cape Henry to Baltimore, a distance of 165 miles.

## VIRGINIA.

*Newport News.*—Pilotage under the State law of 1887 is fixed at the following rates:

“For every vessel owned by a citizen of the United States, and for every vessel owned by a citizen or subject of any foreign State whose vessels are by treaty placed on the same footing as vessels of the United States, if the vessel be spoken or boarded to the eastward of Cape Henry, there shall be paid for each foot the vessel draws as follows: From sea to Smiths Point, West Point, Newport News, Norfolk, or any place between Smiths Point, West Point, Newport News, or Norfolk, vessels drawing ten feet and under, two dollars and fifty cents; vessels drawing thirteen feet and over ten feet, three dollars; vessels drawing fourteen and over thirteen feet, three dollars and fifty cents; vessels drawing sixteen feet and over fourteen feet, four dollars; vessels drawing over sixteen feet, four dollars and fifty cents. If the vessel be boarded or spoken twenty miles or more eastward of Cape Henry, twenty-five cents per foot shall be added to the foregoing rates. There shall be paid the same pilotage from Smiths Point, West Point, Newport News, or Norfolk, or any intermediate point to sea, as from sea to those places; and from Newport News to Jamestown, or any place between Newport News and Jamestown, one dollar and thirty-five cents per foot; from Newport News to Richmond, or any place between Jamestown and Richmond, two dollars and fifty cents per foot; and the same rates of pilotage shall be paid from said places, respectively, down. Vessels coming from sea to Hampton Roads and thence to any port in Maryland shall be subject to the same rate of pilotage as vessels bound from Newport News to sea. All vessels coming to Hampton Roads, seeking, in ballast, shall only pay one-half pilotage in and one-half out: *Provided, however,* That if such vessels coming to Hampton Roads, seeking, is afterwards chartered to load in any port or place in this State, she shall pay the usual pilotage in and out as though she had come to a direct port. All steamers calling in any port or place in this State for the sole purpose of coaling shall only pay one-half pilotage in and one-half pilotage out. All vessels that go from Norfolk to Newport News to load or to finish loading, and all vessels that go from Newport News to Norfolk to load or finish loading, shall, if they take a pilot (which shall be optional with the master) pay a fee of ten dollars to the pilot for transporting any such vessel to or from either place.”

The receipts for pilotage for the year ending June 1, 1894, at Newport News were \$36,995.

*Norfolk.*—Pilotage as stated above.

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APPENDIX I.

## MEASUREMENT LAWS.

Following is a statement of the essential provisions of the laws of Austria, Belgium, France, Germany, Portugal, Spain, and Italy regulating the deduction to be made in those countries from gross tonnage in the ascertainment of net tonnage. The report of the Bureau for last year contained the laws of Great Britain, Norway, Denmark, and Sweden upon the same subject. These laws are printed for the guidance of customs officers. The law of the United States is now in accord with that of Great Britain, Germany, Norway, Sweden, and Denmark, and the law of no other nation, except France, now permits deductions which are not permitted by the law of the United States. Except in the case of French vessels it will seldom be necessary to measure in the United States vessels of the nations already enumerated, or of the Netherlands, Russia, Hawaii, and Portugal, unless there is reason to believe that the national certificate does not accurately represent the measurement under the law of the nation to which the vessel belongs, or that the deductions are greater than permitted by the laws of the United States. In such cases the vessel is to be remeasured according to the laws of the United States.



## AUSTRIA.

## DEDUCTIONS FROM GROSS TONNAGE.

SEC. 12. All permanently covered and closed-in spaces on the upper deck, except cases mentioned below, must be included in the measurements for gross tonnage when the storage space on the upper deck exceeds one-half per cent of the tonnage of the ship. By permanently covered and closed-in spaces are meant all such as are protected against the sea and weather and suitable for storing cargo and stores, shelters for passengers and crew. The exceptions to the above rule, that all permanently covered and closed-in spaces, which also serve as protection against the weather, be included in the gross tonnage, are as follows:

(a) All covered and closed-in spaces especially fitted for machinery and occupied by the latter, the wheelhouse for sheltering the man or men at the wheel, the space for capstan and anchor gear when they are not larger than necessary for the purposes required.

(b) All closed-in space for the protection of the cabin passengers on the upper deck.

(c) The gallery and space for distillery, when not larger than necessary to shelter the cook while preparing food and the engineer while distilling water necessary for the use of passengers and crew.

(d) Water-closets for officers and crew, of regulation size, on ships used principally for the transportation of passengers; one water-closet for every 50 passengers.

## DEDUCTIONS FROM GROSS TONNAGE TO ASCERTAIN NET TONNAGE.

SEC. 13. From the gross tonnage of a vessel, which has been ascertained from measurements according to the foregoing paragraphs, deduct the spaces designated in sections 14, 15, and 16 to ascertain the net tonnage. However, only spaces which have been included in the gross tonnage may be deducted.

## DEDUCTIONS FOR SAILING VESSELS.

SEC. 14. From the gross tonnage of sailing vessels the following deductions may be made to ascertain net tonnage:

1. The spaces occupied and actually used by the crew without regard to location, if they conform to the following conditions:

(a) Shelter for the crew must be so constructed that each man has sufficient space for a bunk and his effects. Proper ventilation must also be provided.

(b) On ships for long voyages or long coastwise trips the spaces appropriated for the use of the crew must be for each seaman not less than 12 English square feet, measured on the deck, and a space of at least 72 English cubic feet.

2. All space appropriated exclusively as shelter for the master, without regard as to location.

3. Spaces used exclusively for the following purposes: Any space used exclusively for the working of the helm, the capstan, and the anchor gear, when the space occupied is under the upper deck, but when over the upper deck they are omitted in the measurement for gross tonnage according to section 12 *a*.

4. The spaces for keeping the charts, signal flags, and other instruments of navigation and boatswain's stores, without regard as to location.

5. The space occupied by the donkey engine and boiler, if connected with the main pumps of the ship. In case the donkey engine is in a closed-in space over the upper deck, and the space, according to paragraph *a* of section 12 is omitted in the measurement for gross tonnage, then the space can not be deducted; but in all other cases the space occupied by the donkey engine is deducted from gross tonnage.

6. Every space used exclusively for storage of sails, but the space may in no case exceed  $2\frac{1}{2}$  per cent of the gross tonnage. The deductions enumerated can only be allowed to be made on condition that the harbor master certifies that they are reasonable in extent, properly and efficiently constructed for the purposes for which they are intended, and that they fulfill all the conditions herein stated; also that there be marked either on the inside or outside of each such space for what use the space is intended and that it is actually used for that purpose.

## DEDUCTIONS FOR STEAMSHIPS.

SEC. 15. To ascertain the net tonnage of steamships, the following deductions may be made from the gross tonnage:

1. The same deductions as specified in section 14 for sailing vessels, with the exception of section 6, spaces deducted for storage of sails. When the donkey engine and boiler are placed in the space designated for the main engine and con-



nected therewith, then the space occupied by the donkey engine and boiler constitutes a part of the space reserved for the main engine and may not be deducted separately.

Deductions for propelling power are made as follows:

(a) In the case of paddle vessels, where the actual tonnage space except that which is actually occupied and necessary for the proper working of the boiler and machinery (with the exception of coal bunkers or bins for other fuel, also places for storing food and shelter for crew, which may have been constructed in the machinery and boiler space) is above 20 per cent and under 30 per cent of the gross tonnage, the deduction shall be 37 per cent of the gross tonnage; and in the case of screw vessels in which the tonnage of such space is above 13 per cent and under 20 per cent of the gross tonnage the deduction shall be 32 per cent of the gross tonnage.

(b) In the case of other vessels in which the actual space occupied by the propelling power is so small that it amounts in the case of paddle vessels to 20 per cent or under and in the case of screw vessels to 13 per cent or under of the gross tonnage of the ship the surveyor may make deductions according to the method specified in section a, or, if he desires, may in case of paddle vessels, deduct once and a half the tonnage of the actual machinery space, and in the case of screw vessels, once and three-fourths the tonnage of the actual machinery space.

In all cases when the space for propelling power is so small that the surveyor may choose which method of deduction shall apply the admeasurer must make the deductions, in case of paddle vessels of once and a half and in case of screw vessels of once and three-fourths of the actual tonnage of the machinery space, unless he is requested by the owners to deduct according to the other method.

(c) But if the actual machinery space is so large as to amount in the case of paddle vessels to 30 per cent or above and in the case of screw vessels to 20 per cent or above the gross tonnage of the ship, then the owner is free to choose to have the deductions made according to the above-mentioned method of 37 per cent and 32 per cent respectively, or if he prefers, there shall be deducted from the gross tonnage of the vessel in the case of paddle vessels once and a half and in case of screw vessels once and three-fourths of the space or spaces actually occupied by the machinery.

In all cases where the size of these spaces leaves the choice which method shall apply for making deductions with the owner, and he makes no use of it, then the admeasurer is obliged to make the deductions according to the per-cent method, viz, 37 per cent in case of paddle vessels and 32 per cent in case of screw vessels.

#### BELGIUM.

From gross tonnage there shall be deducted the spaces which are exclusively set apart for and occupied by the crew, including the engine room force, the galley, and the closets for the exclusive use of the crew, whether these spaces are above or below the upper deck. The cabin of the captain is excluded from the deduction and must be included in tonnage. Any mess room for the exclusive use of officers and engineers may be deducted from tonnage, but this deduction shall not exceed 4 tons. There shall be no deduction for officers' mess room or dining saloon on passenger vessels unless there is also a special dining saloon set apart for the passengers. A deduction of  $2\frac{1}{2}$  tons may be made for the master's dining room. Deduction may be made for any bathroom for the exclusive use for the officers and engineers, but it shall not exceed 2 tons; in the case of passenger vessels it shall not be deducted unless there is a separate bathroom for passengers. There shall be deducted from gross tonnage inclosed spaces above the upper deck destined for the steering gear, capstan, and anchorage gear, chart room and room for signals and navigation instruments; if the chart room is also the captain's room, a maximum deduction of 3 tons for the space occupied by the charts in that cabin. The total deductions authorized by the foregoing shall not exceed 5 per cent of the gross tonnage.

In steam vessels there shall be deducted the spaces occupied by the engines and boilers and the spaces occupied by coal bunkers, when they are permanently established and so built that the coal can be turned immediately into the spaces occupied by the engines. There shall also be deducted the shaft for the operation of the screw. In the between decks and inclosed constructions upon the upper deck the space occupied by the funnels and the space which gives air and light to the engine rooms and those necessary to the working of the engine shall be deducted. The total deductions authorized by the foregoing provisions shall not exceed 50 per cent of the gross tonnage.

#### FRANCE.

Following are the provisions of the French law for deductions to ascertain net tonnage, as enacted in 1873, and amended in 1887, 1889, and by the act of January 31, 1893. From gross tonnage shall be deducted—

(1) Spaces set apart for the exclusive use of the crew, including the master's cabin and its accessories (bathroom, etc.) above or below the upper deck and recognized as such by the customs department, shall not be included in gross tonnage. (Jan. 31, 1893.)



(2) Spaces above the deck for passengers and certified for that purpose by the customs department, such as smoking rooms, conversation and music saloons, ladies' boudoirs, barroom, or staircases, shall not be included in tonnage.

(3) Navigation spaces such as skylights, shelter for the watch, chart room, wheel-house, shelter for man at the wheel, turrets for side lights, steward's room, refrigerator, galley, oil and lamp room, hospital, and in general all spaces not used for the carrying of passengers or cargo shall not be included in tonnage. (Mar. 7, 1889.)

The comparison of spaces for propelling power shall be made with the hull of the vessel, but the deduction shall consist of a percentage of the gross tonnage. The gross tonnage comprises the tonnage of the hull, with the addition of permanent and closed-in structures upon the upper deck. The tonnage of the hull shall consist of the tonnage under the tonnage deck without deduction and, in the case of vessels of several decks, of the addition of the tonnage between decks to the tonnage under the tonnage deck. (Jan. 31, 1893.)

In vessels propelled by steam or other power requiring engine room deductions shall be made for spaces occupied by propelling power or necessary for its working as well as for spaces for coal bunkers when these are permanently constructed and so placed that the coal can be directly taken to the boilers. (Jan. 31, 1893.)

In vessels propelled by paddle wheels, in which the spaces necessary for the proper working of engines and boilers and to give air and light to engine and boiler rooms is more than 20 per cent and less than 30 per cent of the hull of the vessel, the deduction shall be 37 per cent of the gross tonnage. (Jan. 31, 1893.)

In vessels propelled by screws, when these spaces are more than 13 per cent and less than 20 per cent of the hull of the vessel, the deduction shall be 32 per cent of the gross tonnage of the vessel.

If these spaces in paddle-wheel vessels are 20 per cent or less and in screw vessels 13 per cent or less of the tonnage of the hull the deduction shall consist of the actual spaces with the addition of 50 per cent in paddle-wheel vessels and 75 per cent in screw vessels.

If these spaces in paddle-wheel vessels are 30 per cent or over and in screw vessels 20 per cent or over of the tonnage of the hull the deduction shall consist of the actual spaces with the addition of 50 per cent in paddle-wheel vessels and 75 per cent in screw vessels. (Jan. 31, 1893.)

#### GERMANY.

##### DEDUCTIONS FROM GROSS TONNAGE.

Deductions from gross tonnage, to ascertain the net tonnage, can only be made of such spaces which have been included in the measurements for gross tonnage:

A. Spaces for the use of the crew and for navigating the ship, viz:

1. All compartments above as well as below the upper deck occupied by or appropriated exclusively to the use of the crew, if the spaces are according to article 44, section 1, of the order of December 27, 1872.

2. Every space exclusively for the personal use of the master.

3. Every space exclusively used for:

(a) Working of the helm, capstan, and anchor gear.

(b) Keeping charts, signals, and other instruments of navigation and boatswain's stores.

4. The space occupied by the donkey engine and boiler, if connected with the main pumps of the ship.

5. In the case of ships propelled wholly by sails any space not exceeding  $2\frac{1}{2}$  per cent of the gross tonnage used exclusively for storage of sails.

All spaces above mentioned, if a deduction is to be made, must be of the required size, efficiently constructed, lighted, furnished, and have marked in a prominent place the purpose for which the space is used.

B. In the case of vessels propelled by steam or other power requiring engine room, deductions from gross tonnage shall be made for the space occupied by the propelling power as follows:

(a) In ships propelled by paddle wheels in which the tonnage of the space occupied by and necessary for the proper working of the boilers and machinery is above 20 per cent and under 30 per cent of the gross tonnage, the deduction shall be 37 per cent of the gross tonnage.

In ships propelled by screws, in which the tonnage of the space is above 13 per cent and under 20 per cent of the gross tonnage, the deduction shall be 32 per cent of the gross tonnage.

(b) If the spaces designated (a) of the machinery space are less than the percentages named, deductions may be made as follows:

Ascertain the contents of the space or spaces actually occupied, and in the case of vessels propelled with paddle wheels add 50 per cent and in the case of vessels propelled by screws 75 per cent of the gross tonnage.



Either of the following methods may be pursued in fulfilling the provisions designated (b):

When the machinery space in the case of paddle vessels does not exceed 20 per cent and in the case of screw steamers not more than 13 per cent of the gross tonnage, the admeasurers shall be guided by regulation (b), unless they are specially commanded by the measurement authorities to measure according to regulations designated (a) for spaces occupied by the propelling power, when the deductions shall consist of 37 per cent and 32 per cent respectively of the gross tonnage of the ship.

When the machinery space in the case of paddle vessels amounts to 30 per cent or above and in the case of screw steamers to 20 per cent or above of the gross tonnage of the ship, the owner may choose by which of the two methods the deductions are to be made. If he makes no use of this privilege the admeasurers shall be guided by the regulations given at the close of the foregoing paragraph.

SEC. 7. In the case of a ship constructed with a double bottom for water ballast, if the space between the inner and outer plating thereof is certified by the surveyor to be not available for the carriage of cargo, stores, or fuel, the depth of these cross sections are measured from the under surface of the measuring deck or its water line to the upper side of the upper plating of the double bottom, deducting therefrom one-third of the thickness of the deck beam and the average thickness of the foot waling with which the double bottom may be provided.

These provisions shall go into effect July 1, 1895, so far as the changes amend the measurement regulations of June 20, 1888 (imperial decree). But admeasurement may be applied for and take effect, according to the new regulations, April 1, 1895.

#### PORTUGAL.

The Portuguese law provides for a deduction for crew space not exceeding 5 per cent of the gross tonnage. On steam vessels or vessels propelled by other power artificially produced there shall be deducted the spaces occupied by engines and boilers and spaces necessary to their working and by coal bunkers installed in permanent manner. On screw vessels the trunk-shaft space shall be deducted. These deductions on steam vessels shall not exceed 50 per cent of the gross tonnage.

#### SPAIN.

The deductions from gross tonnage to determine net tonnage under the law of Spain, December 2, 1874, are as follows:

##### SAILING VESSELS.

1. Spaces exclusively set apart for the accommodation of the crew.
2. The galley and closets for the exclusive use of the officers and crew.
3. Spaces set apart for the working of the helm, the capstan, and anchor gear or for keeping charts, chronometers, signals, and other instruments of navigation. The deduction for these spaces shall not exceed 5 per cent of the gross tonnage.

##### VESSELS PROPELLED BY STEAM OR OTHER POWER REQUIRING ENGINE ROOM.

1. The spaces indicated above for sailing vessels, but the maximum deduction shall not exceed 5 per cent.
2. The spaces occupied by the engines, including the boilers and the trunk shaft of screw vessels below the tonnage deck; spaces set apart for light and ventilation of the engine and boiler rooms and spaces necessary for the operation of the same.
3. Spaces occupied by coal bunkers. The deductions for machinery and coal bunkers shall not exceed 50 per cent of the gross tonnage. In the case of screw steamships the allowance for coal bunkers shall be 75 per cent of the actual spaces occupied by the engines, boilers, and machinery, and in the case of paddle-wheel vessels the deduction for coal bunkers shall be 50 per cent of the actual spaces occupied by the engines, boilers, and machinery.

#### ITALY.

The following deductions from gross tonnage are made under the laws of Italy:

In any vessel any space permanently constructed and designed exclusively for the berthing and accommodation of the crew shall be deducted from gross tonnage, but the deduction shall not exceed 5 per cent of gross tonnage. (March 11, 1873.)

In the case of a ship propelled by steam or other mechanical motive power requiring engine room a deduction for the space required for propelling power shall be made from gross tonnage as follows:

In ships propelled by paddle wheels in which the space occupied exclusively by and necessary to the working of the engines and boilers is over 20 per cent and less



than 30 per cent of the gross tonnage the deduction shall be 37 per cent of gross tonnage. In ships propelled by screws in which the aforesaid space is over 13 per cent and under 20 per cent of gross tonnage the deduction shall be 32 per cent of gross tonnage.

In other vessels, when the maritime department and the shipowner agree, the deduction shall be by the same method as above, or to the actual space occupied by engines and boilers shall be added for coal bunkers 50 per cent in the case of paddle-wheel vessels and 75 per cent in the case of screw vessels. (July 30, 1882.)

Spaces exclusively designed to admit light and air to the engine and boiler rooms shall not be included in gross tonnage, and no deduction for them shall be made where not so included. (June 6, 1883.)

#### APPENDIX K.

#### STATE TAXATION OF SHIPPING.

The report for 1894 reviewed at some length the laws of the several States and of foreign nations for the taxation of shipping as property. During the year the legislatures of Maine, Michigan, Minnesota, and Wisconsin have materially changed their laws on the subject, and the acts of the legislatures of 1895 on the subject are reprinted here, together with an opinion of the Solicitor of the Treasury on the constitutionality of a proposition by Federal legislation to exempt American shipping in foreign trade from State taxation as property. As the legislatures of many States were not in session during 1895, an excerpt from the report of the Bureau for last year is reprinted in the hope that it may contribute this year to a modification of the laws of other States. The facts stated in regard to taxation in Maine, Minnesota, Michigan, and Wisconsin are modified materially by the new laws of those States.

#### MAINE.

*Be it enacted by the senate and house of representatives in legislature assembled as follows:*

SECTION 1. All sailing vessels registered or enrolled under the laws of the United States or foreign governments, owned wholly or in part by inhabitants of this State, shall be taxed upon an appraised value of \$20 per ton gross tonnage for new vessels completed on or before the 1st day of April of each year. Vessels of one year old or more shall be reduced in value at the rate of \$1 per ton per year for each additional year of age until they shall have reached the age of seventeen years, at and after which time said vessels shall be taxed upon an appraised value of \$3 per ton gross tonnage.

SEC. 2. Vessels when rebuilt shall be taxed on the same valuation as vessels of one-half the age of such rebuilt vessels.

SEC. 3. A vessel shall be regarded as rebuilt only on an expenditure being made of not less than 40 per cent of the cost of such vessel if built entirely new.

SEC. 4. Vessels if repaired to the extent of 25 per cent of the costs of such vessels if built entirely new shall be taxed on the same valuation as vessels of five-eighths of the age of such repaired vessels.

SEC. 5. All acts or parts of acts inconsistent with this act are hereby repealed.

Approved March 13, 1895.

#### MICHIGAN.

*Provided further,* That all the personal property of all corporations heretofore or hereafter organized under the laws of this State for the purpose of engaging in maritime commerce or navigation shall be assessed only in the city, village, or township which is stated in their original articles of association, or in any amendment thereof heretofore or hereafter made, to be the location of their general office for business. [Sec. 2, act 206, of 1895.]

#### MINNESOTA.

SECTION 1. That in consideration of an annual payment into the State treasury by the owner of any steam vessel, barge, boat, or other water craft owned within this State, or hailing from any port thereof, and employed in the navigation of international waters, of a sum equal to 3 cents per net ton of the registered tonnage thereof, such payment shall be received in lieu of all taxes, and said steam vessel, barge, boat, or other water craft shall be, and the same is hereby, made exempt from all further taxation, either State or municipal, upon the payment of the sum herein provided.



SEC. 2. The owner of any steam vessel, barge, boat, or other water craft hailing from any port of this State, "and employed in the navigation of international waters," desiring to comply with the terms of this act shall annually, on or before the 1st day of July, file with the State auditor a verified statement in writing containing the name, port of hail, tonnage, and name of owner of such steam vessel, barge, boat, or other water craft, and shall thereupon pay into the State treasury a sum equal to 3 cents per net ton of the registered tonnage of said vessel, and the treasurer shall thereupon issue his receipt therefor.

SEC. 3. The State treasurer shall annually, on or before the 1st day of December, pay into the county treasury of any county wherein is located the port of hail of any steam vessel, barge, or other water craft complying with this act one-half of all money so received from any vessel or other water craft whose port of hail is within said county.

SEC. 4. This act shall be in force from and after its passage.

Approved, April 2, 1895.

#### WISCONSIN.

AN ACT to amend chapter 19 of the general laws of 1895, entitled "An act to regulate the manner and fixing a uniform rate of assessment for the purpose of taxation of steamboats, vessels, and other water craft in this State."

The people of the State of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Chapter 19 of the general laws of 1895 is hereby amended by striking out all after the enacting clause and inserting in lieu thereof the following:

"SEC. 1. All personal property in this State shall be assessed as provided in section 1040 of the revised statutes of the State of Wisconsin and the acts amendatory thereof: *Provided, however,* That in assessing steamboats, vessels, and other water craft, the assessor in determining the value of such property for taxation shall assess the same as follows:

"Steel steamers, age 1 to 10 years, \$15 per net ton; steel steamers, age 10 years and upward, \$12 per net ton; wood and composite steamers, age 1 to 5 years, \$9 per net ton; wood and composite steamers, age 5 to 10 years, \$7 per net ton; wood and composite steamers, age 10 to 15 years, \$5 per net ton; wood and composite steamers, age 15 years and upward, \$4 per net ton; steel barges, tow barges, and sailing crafts, age 1 to 10 years, \$12 per net ton; steel barges, tow barges, and sailing crafts, age 10 years and upward, \$9 per net ton; wood and composite barges, tow barges, and sailing crafts, age 1 to 5 years, \$7 per net ton; wood and composite barges, tow barges, and sailing crafts, age 5 to 15 years, \$5 per net ton; wood and composite barges, tow barges, and sailing crafts, age 15 years and upward, \$4 per net ton; steel tugs, age 1 to 5 years, \$75 per net ton; steel tugs, age 5 years and upward, \$50 per net ton; wood and composite tugs, age 1 to 5 years, \$40 per net ton; wood and composite tugs, age 5 to 10 years, \$30 per net ton; wood and composite tugs, age 10 years and upward, \$20 per net ton.

"All crafts not above described or not registered or enrolled, or required by the Federal laws to be registered or enrolled, shall be valued and assessed in like manner as other personal property.

"Vessels the motive power of which is steam, and relying on and supplied with boilers and engine, shall be known and designated as steam vessels. Steam tugs need no special description. Crafts that are supplied with neither steam nor a fulling of canvas for sails, but are dependent on other crafts to tow them the whole or part of the time, shall be known and designated as tow barges. Vessels supplied with the necessary equipment of canvas and relying on their own sails and making voyages independent of all other motive power shall be known and designated as sailing vessels. The rule for ascertaining and fixing on the true tonnage of all crafts herein specified and on which the value is fixed per ton shall be the rule employed by the United States for determining the tonnage of crafts that by law must be registered or enrolled, provided the net tonnage shall be construed to be the true tonnage. The age, tonnage, and classification of vessels for the purposes of this act shall be ascertained by the assessors from the custom-house where such vessels are enrolled and licensed or from the enrollment issued to such craft or vessel."

SEC. 2. This act shall take effect and be in force from and after its passage and publication.

Approved, April 19, 1895.



## OPINION OF THE SOLICITOR OF THE TREASURY.

DEPARTMENT OF JUSTICE,  
OFFICE OF THE SOLICITOR OF THE TREASURY,  
*Washington, D. C., June 18, 1895.*

Hon. J. G. CARLISLE,  
*Secretary of the Treasury.*

SIR: The Honorable Commissioner of Navigation requests an expression of my views as to whether an act of Congress exempting from State or local taxation all registered American vessels exclusively engaged in the foreign trade would be constitutional or not. The opinion is desired in relation to contemplated recommendations in the next annual report.

Section 8 of article 1 of the Constitution of the United States provides that the Congress shall have power "To regulate commerce with foreign nations and among the several States, and with the Indian tribes."

The power is to regulate or prescribe the rule by which commerce is to be governed. It is not limited to traffic, or the interchange of commodities. It comprehends navigation and intercourse, for commerce is something more than traffic. As Judge Story, in his Commentaries on the Constitution, says: "The mind can scarcely conceive a system for regulating commerce between nations which shall exclude all laws concerning navigation; which shall be silent on the admission of the vessels of one nation into the ports of another, and be confined to prescribing rules for the conduct of individuals in the actual employment of buying and selling, or barter." (§1061, and *Gibbons v. Ogden*, 9 Wheat., 189.)

The National Government has exercised direct power over the subject of commerce and navigation from its commencement. This was one of the primary objects for which the people adopted their Government. Judge Story further says: "Foreign and domestic intercourse has been universally understood to be within the reach of the power. How, otherwise, could our systems of prohibition and nonintercourse be defended? From what other source has been derived the power of laying embargoes in a time of peace and without any reference to war or its operations? Yet this power has been universally admitted to be constitutional, even in times of the highest political excitement. And although the laying of an embargo in the form of a perpetual law was contested as unconstitutional at one period of our political history, it was so not because an embargo was not a regulation of commerce, but because a perpetual embargo was an annihilation and not a regulation of commerce. It may, therefore, be safely affirmed that the terms of the Constitution have at all times been understood to include a power over navigation as well as trade; over intercourse as well as traffic; and that in the practice of other countries, and especially in our own, there has been no diversity of judgment or opinion." (§ 1064.)

Section 10 of article 1 of the Constitution prescribes that: "No State shall, without the consent of Congress, lay any duty on tonnage." \* \* \* There is no express prohibition as to any other tax on vessels engaged in commerce.

Since the case of *Brown v. Maryland* (12 Wheat., 419), it has been repeatedly decided by the Supreme Court that when a law of a State imposes a tax under such circumstances and with such effect as to constitute it a regulation of commerce, either foreign or interstate, it is void on that account. (*Telegraph Co. v. Texas*, 105 U. S., 460; *Moran v. New Orleans*, 112 id., 69.)

In the case of *Steamship v. Port Wardens* (6 Wall., 31) the Supreme Court held that the statute of Louisiana enacting that the masters and port wardens should be entitled to demand in addition to other fees the sum of \$5 for every vessel arriving at that port was a regulation of commerce within the meaning of the Constitution, and also a duty of tonnage, and was therefore unconstitutional and void. (See also *State Tonnage Tax Cases*, 12 Wall., 204.)

In *Gloucester Ferry Company v. Pennsylvania* (114 U. S., 196) it was held that freedom of transportation between the States, or between the United States and foreign countries, implies exemption from charges other than such as are imposed by way of compensation for the use of property employed, or for facilities afforded by its use, or as ordinary taxes upon the value of the property. (See *Pickard v. Pullman Southern Car Co.*, and *Tennessee v. Same*, 117 U. S., 34 and 51; *Morgan v. Louisiana Board of Health*, 118 U. S., 455; *Cannon v. New Orleans*, 20 Wall., 577.)

A tax imposed by a State on vessels engaged in commerce, foreign or domestic, is not necessarily a regulation of commerce. In *Moran v. New Orleans* (112 U. S., 69) the Supreme Court say:

"And it is undoubtedly true, as it has often been judicially declared, that vessels engaged in foreign or interstate commerce, and duly enrolled and licensed under the acts of Congress, may be taxed by State authority as property; provided the tax be not a tonnage duty, is levied only at the port of registry, and is valued as other property in the State, without unfavorable discrimination on account of its employ-



ment." (See also *Transportation Company v. Wheeling*, 99 U. S., 273; *Morgan v. Parham*, 16 Wall., 471; *Hays v. Pacific Mail Steamship Co.*, 17 How., 596; *Wiggins, Ferry Co. v. East St. Louis*, 107 U. S., 365; *Packet Co. v. St. Louis*, 100 U. S., 423.)

Cooley, in his *Constitutional Limitations* (p. 606), says that the States are forbidden to lay duties of tonnage, but that the meaning of the prohibition seems to be that vessels must not be taxed as vehicles of commerce according to capacity, it being admitted that they may be taxed like other property. In his work on taxation (p. 61) he says: "Vessels are taxable as property."

In the case of *Transportation Company v. Wheeling* (99 U. S., 273), the Supreme Court say that beyond question these authorities (cited) show that all subjects over which the sovereign power of the State extends are objects of taxation, the rule being that the sovereignty of the State extends to everything which exists by its own authority or is introduced by its permission, except those means which are employed by Congress to carry into execution the powers given by the people to the Federal Government, whose laws, made in pursuance of the Constitution, are supreme. (*McCulloch v. Maryland*, 4 Wheat., 429; *Savings Society v. Coit*, 6 Wall., 604.)

The court further say: "Annual taxes upon ships and vessels for the support of State governments as property, upon a valuation as other personal property, are everywhere laid; nor is it believed that it requires much argument to prove that the opposite is unsound and indefensible in theory, as it is contrary to the generally received opinion and wholly unsupported in judicial determination. Instead of that, there are many cases in which the courts, in refuting the authority of the States to lay duties of tonnage, have admitted that the owners of ships may be taxed to the extent of their interest in the same for the value of the property." (See *Passenger cases*, 7 How., 283, 479; and *Transportation Co. v. Parkersburg*, 107 U. S., 691.)

I am, therefore, of the opinion that an act of Congress exempting from State or local taxation all registered American vessels exclusively engaged in the foreign trade would be unconstitutional and void, except within the limits recognized by the courts. I may conclude in the words of Mr. Justice Clifford in *Transportation Company v. Wheeling*: "By authority (of *Gibbon v. Ogden*, opinion by Chief Justice Marshall) it is settled that the power to tax and the power to regulate and prohibit taxation are given in the Constitution by separate clauses and that those powers are altogether separate and distinct from the power to regulate commerce; from which it follows, as a necessary consequence, that the enrollment of a ship or vessel does not exempt the owner of the same from taxation for his interest in the ship or vessel as property upon a valuation of the same, as in the case of other personal property."

Very respectfully,

F. A. REEVE, *Solicitor*.

#### EXCERPT FROM REPORT FOR 1894.

"In spite of any action which Congress may take toward the enactment of liberal and progressive shipping laws, American navigation must continue at a great disadvantage compared with the navigation of other countries so long as many of the States tax their merchant marine much more heavily than the merchant marine of other nations is taxed. Heavy State taxation of vessel property is not a sufficient explanation of the decline of our oversea navigation—though it has contributed to that decline—for the laws of some States, notably New York and Alabama, are as generous as the laws of foreign nations. In the two States named American vessels in foreign trade are exempt by statute from all property taxes. By a decision of the United States Supreme Court vessels engaged in foreign or interstate commerce owned in Pennsylvania are not subject to tax under the corporation tax laws of that State. To what extent that decision has affected or may affect the laws of other States taxing shipping this Bureau is not competent to determine, but the conclusion of that decision (including reference to other decisions) is quoted as bearing upon the subject under consideration, and declaring the policy which the States should follow. (*Philadelphia and Southern Steamship Company v. Pennsylvania*, U. S. Reports, 122, p. 326.)

"The corporate franchises, the property, the business, the income of corporations created by a State may undoubtedly be taxed by the State; but in imposing such taxes care should be taken not to interfere with or hamper, directly or by indirection, interstate or foreign commerce, or any other matter exclusively within the jurisdiction of the Federal Government. This is a principle so often announced by the courts, and especially by this court, that it may be received as an axiom of our constitutional jurisprudence. It is unnecessary, therefore, to review the long list of cases in which the subject is discussed. Those referred to are abundantly sufficient for our purpose. We may add, however, that since the decision of the *railway tax cases* now reviewed, a series of cases has received the consideration of this court, the decisions in which are in general harmony with the views here expressed, and



show the extent and limitations of the rule that a State can not regulate or tax the operations or objects of interstate or foreign commerce. We may refer to the following: *Railroad Co. v. Husen*, 95 U. S., 465; *Cook v. Pennsylvania*, 97 U. S., 566; *Guy v. Baltimore*, 100 U. S., 434; *Webber v. Virginia*, 103 U. S., 344; *Moran v. New Orleans*, 112 U. S., 69; *Walling v. Michigan*, 116 U. S., 446; *Pickard v. Pullman Co.*, 117 U. S., 34; *Wabash and St. Louis Railroad v. Illinois*, 118 U. S., 557; *Robins v. Shelby County*, 120 U. S., 489; *Fargo v. Michigan*, 121 U. S., 230. The cases of *Moran v. New Orleans* and *Fargo v. Michigan* are especially apposite to the case now under consideration. As showing the power of the States over local matters incidentally affecting commerce, see *Munn v. Illinois*, 94 U. S., 113, 123, and other cases in the same volume, viz: *Chicago and Burlington Railroad v. Iowa*, pp. 155, 161; *Peik v. Chicago and Northwestern Railway*, pp. 164, 176; *Winona and St. Peter Railway v. Blake*, p. 180, as explained by *Wabash Co. v. Illinois*. The wharfage cases, viz: *Packet Co. v. Keokuk*, 95 U. S., 80; *Packet Co. v. St. Louis*, 100 U. S., 423, 428; *Packet Co. v. Catlettsburg*, 105 U. S., 559, 563; *Transportation Co. v. Parkersburg*, 107 U. S., 691, 698; *Ouachita Packet Co. v. Aiken*, 121 U. S., 444; *Mobile v. Kimball*, 102 U. S., 691; *Brown v. Houston*, 114 U. S., 622, 630; *Railroad Commission Cases*, 116 U. S., 307; *Coe v. Errol*, 116 U. S., 517.

"It is hardly within the scope of the present discussion to refer to the disastrous effects to which the power to tax interstate or foreign commerce may lead. If the power exists in the State at all it has no limit but the discretion of the State, and might be exercised in such a manner as to drive away that commerce, or to load it with an intolerable burden, seriously affecting the business and prosperity of other States interested in it; and if those States, by way of retaliation or otherwise, should impose like restrictions, the utmost confusion would prevail in our commercial affairs. In view of such a state of things which actually existed under the Confederation, Chief Justice Marshall, in the case before referred to, said:

"Those who felt the injury arising from this state of things, and those who were capable of estimating the influence of commerce on the prosperity of nations, perceived the necessity of giving the control over this important subject to a single government. It may be doubted whether any of the evils proceeding from the feebleness of the Federal Government contributed more to that great revolution which introduced the present system than the deep and general conviction that commerce ought to be regulated by Congress. It is not, therefore, matter of surprise that the grant should be as extensive as the mischief and should comprehend all foreign commerce and all commerce among the States. To construe the power so as to impair its efficacy would tend to defeat an object in the attainment of which the American public took, and justly took, that strong interest which arose from a full conviction of its necessity." (12 Wheat., 446.)

"Nothing can be added to the force of these words.

"Our conclusion is, that the imposition of the tax in question in this cause was a regulation of interstate and foreign commerce in conflict with the exclusive powers of Congress under the Constitution."

As a rule, the seaboard and lake States tax shipping as other property is taxed, regardless of the facts that maritime nations usually impose no taxes on shipping as property, but tax only the actual earnings of shipping, and that, from the very nature of its use, shipping can not share in the benefits which are bestowed by the distribution of the proceeds of State and municipal taxation for public purposes. A moment's review of the various public purposes for which the proceeds of State and local taxes are usually expended will show that shipping derives little or no benefit from them. In short, when a vessel is fulfilling the function for which it was built it is navigating the ocean, remote, except during its brief sojourn in port, from the fields and purposes to which State and local taxes are applied. These considerations place vessels in foreign trade on an entirely different footing from other taxable property, and give force to the claim that at the utmost only the earnings of shipping should be taxed. For these reasons an exemption from all taxation, such as New York allows to vessels owned in the State engaged in foreign trade, is not open to the objection which has been raised that such exemption is a special privilege and indirectly a bounty. If the privilege is special, so, too, is the class of property special, in that it can not be benefited by taxation as real and personal property are benefited. If it is a bounty, then that bounty is expended, and more, too, in the various forms of navigation charges by which shipping the world round is required to take care of itself as well as to contribute to the expenses of government, usually beyond the amount of services actually rendered in return for such payments. Still further, heavy taxes on shipping are easily evaded by the owners of large amounts of tonnage, and thus fall with the greater weight on small vessel owners. It is relatively an easy matter for the owner of several vessels to form a partnership with the resident of another State in which low taxes or none at all are imposed on shipping, and by allowing the vessels to stand in the name of such partner to escape the endeavor of the law to tax him more than his competitors in navigation are taxed. The experience of the city



of Chicago some years ago illustrates admirably the result of endeavors to impose heavy taxes on shipping. Some fifteen years ago the local assessors set out to tax the shipping owned at that port on its full insurable value at the rate fixed for municipal taxes for the year. The vessel owners of Chicago, in self-defense and to enable them to continue in business against competing ports, were compelled to make nominal transfers of their property, and thousands of tons of shipping, doubtless owned in Chicago, appear on the records of this office as owned in other States. Though in the number and tonnage of its entries and clearances Chicago ranks with the great ports of the maritime world, a glance at the statistical returns at the end of this volume will show that its apparent rank as a ship-owning port is insignificant. A considerable percentage of the tonnage returned from New York and Boston is unquestionably owned in other States, and has made these cities hailing ports on account of the liberal tax laws of New York and Massachusetts. Just as the registry law compels American owners to use foreign flags, so State tax laws have the effect of transferring the ownership of shipping, at least in name, to States which by their laws have endeavored to put their shipping on an equality with the shipping of other nations.

Only the earnings of shipping are taxed by Great Britain and Germany, our natural rivals on the sea, and Austria has just exempted from taxation shipping in foreign trade.

To obtain concrete illustrations of the workings of State and local tax laws the Bureau inquired of local assessment boards in a number of the principal ports the amount of taxes actually paid by shipping as property during the last tax year, the assessed valuation of the shipping so taxed, and an approximate statement of the percentage of assessed valuation to full valuation. For comparison, a tabulation has been made from the reports of steamship companies of the taxes they paid and the valuation and tonnage of their shipping. In nearly every instance local assessment boards politely furnished the information desired, and to their thoughtfulness the following significant table owes its value. In some instances, for various reasons, chiefly because shipping had been taxed with other property of the owner, no separate statement was obtainable.

As city limits (within which assessments are levied) and customs districts (for which tonnage is returned) are not coterminous, the figures as to tonnage for 1893 give only an approximation and overstatement of the tonnage of vessel property paying the taxes mentioned. The tonnage documented at any given large port in the list will be, to an extent, owned and taxed in smaller places near by (e. g., of 18,611 tons documented from Belfast, Me., only 2,860 tons in the city paid the tax named, \$844; the remainder was owned, valued for assessment, and paid taxes, not included in the tabulation, at numerous small places near by). The tonnage figures thus are available only for rough comparison with foreign tonnage. The valuation in the case of foreign steamship companies is the sum at which the vessel property is carried as an asset on the books of the company, and may thus be taken as full valuation. The tonnage of these companies is almost wholly iron and steel steamships.

The general argument for lower taxes on shipping is a familiar one, and has frequently been presented in the reports of this Bureau, but it is believed that it will be appreciably strengthened by these concrete facts.

*Taxation by foreign governments.*

|                                                  | Tax paid. | Valuation.    | Tonnage. |
|--------------------------------------------------|-----------|---------------|----------|
| Cunard Co. (British).....                        | \$13, 793 | \$9, 703, 062 | 112, 124 |
| North German Lloyd Co. (German).....             | 22, 244   | 15, 808, 864  | 225, 097 |
| Hamburg-American Line (German).....              | 15, 621   | 9, 886, 117   | 209, 000 |
| Compagnie Générale Transatlantique (French)..... | 34, 577   | 22, 672, 530  | 172, 423 |
| Navigazione Generale Italiana (Italian).....     | 73, 138   | 11, 154, 049  | 171, 174 |
| Lloyd-Austriaco Co. (Austrian).....              | 71, 592   | 18, 014, 629  | 129, 000 |
| Pacific Steam Navigation Co. (British) .....     | 3, 322    | 6, 676, 715   | 111, 937 |



*Taxation by State laws.*

|                                  | Tax paid.    | Assessed valuation. | Assessed per cent of full. | Total tonnage. |                 |
|----------------------------------|--------------|---------------------|----------------------------|----------------|-----------------|
|                                  |              |                     |                            | All kinds.     | Metal steamers. |
| <i>New England.</i>              |              |                     |                            |                |                 |
| Bath, Me.....                    | \$24,096     | \$1,047,655         | 100                        | 119,999        | None.           |
| Portland, Me.....                | 18,653       | 909,899             | 100                        | 63,206         | None.           |
| Portsmouth, N.H.....             | 2,077        | 110,500             | 75                         | 6,813          | None.           |
| Gloucester, Mass.....            | 23,465       | 1,422,150           | 100                        | 35,871         | None.           |
| Fall River, Mass.....            | 2,219        | 127,550             | Fair.                      | 59,571         | 11,848          |
| Boston, Mass. <i>a</i> .....     |              |                     |                            | 214,746        | 24,662          |
| Providence, R. I. <i>b</i> ..... |              |                     |                            | 32,111         | 4,790           |
| New London, Conn.....            | 2,677        | 167,328             | 50                         | 42,380         | 4,283           |
| <i>Middle Atlantic.</i>          |              |                     |                            |                |                 |
| New York <i>c</i> .....          |              |                     |                            | 1,054,684      | 277,730         |
| Philadelphia, Pa. <i>d</i> ..... |              |                     |                            | 278,849        | 82,898          |
| Wilmington, Del. <i>e</i> .....  |              |                     |                            | 16,937         | 2,831           |
| <i>South Atlantic.</i>           |              |                     |                            |                |                 |
| Baltimore, Md.....               | ( <i>f</i> ) | ( <i>f</i> )        | ( <i>f</i> )               | 122,179        | 47,287          |
| Norfolk, Va.....                 | 1,611        | 120,190             | Fair.                      | 18,051         | 1,268           |
| Wilmington, N. C.....            | 392          | 46,700              | 66                         | 4,939          | 786             |
| Charleston, S. C.....            | 2,457        | 106,815             | 33                         | 9,665          | 995             |
| Savannah, Ga.....                | 14,348       | 956,550             | 50                         | 36,118         | 26,487          |
| <i>Gulf.</i>                     |              |                     |                            |                |                 |
| Pensacola, Fla.....              | ( <i>f</i> ) | ( <i>f</i> )        | ( <i>f</i> )               | 16,213         | 993             |
| Mobile, Ala.....                 | 6,665        | 283,678             | 60                         | 19,948         | None.           |
| New Orleans, La.....             | 39,240       | 1,453,325           | 50                         | 53,845         | 28,129          |
| Galveston, Tex.....              | 3,177        | 363,100             | 75                         | 15,269         | 412             |
| <i>Pacific.</i>                  |              |                     |                            |                |                 |
| San Francisco, Cal.....          | 85,675       | 5,354,675           | 60                         | 311,914        | 54,047          |
| Portland, Oreg.....              | ( <i>f</i> ) | ( <i>f</i> )        | ( <i>f</i> )               | 51,917         | 7,891           |
| Tacoma, Wash.....                | 2,459        | 130,815             | 50                         |                |                 |
| <i>Great Lakes.</i>              |              |                     |                            |                |                 |
| Buffalo, N. Y. <i>g</i> .....    |              |                     |                            | 172,316        | 58,194          |
| Cleveland, Ohio.....             | 74,800       | 2,680,990           | 33                         | 241,093        | 73,212          |
| Chicago, Ill. <i>h</i> .....     |              |                     |                            | 90,530         | 9,122           |
| Detroit, Mich.....               | 22,083       | 1,456,640           | Fair.                      | 160,164        | 17,669          |
| Milwaukee, Wis.....              | 14,500       | 694,080             | 22                         | 95,743         | 3,298           |
| Duluth, Minn.....                | 3,763        | 129,552             | 35                         | 2,735          | 161             |
| <i>Maine in detail.</i>          |              |                     |                            |                |                 |
| Bath.....                        | 24,096       | 1,047,655           | 100                        | 119,999        | None.           |
| Portland.....                    | 18,653       | 909,899             | 100                        | 63,206         | None.           |
| Bangor.....                      | 5,111        | 232,298             | 66                         | 18,611         | None.           |
| Belfast.....                     | 844          | 52,872              | 100                        | 18,611         | None.           |
| Machias.....                     | 727          | 40,362              | 100                        | 14,824         | None.           |
| Castine.....                     | 256          | 12,091              | 100                        | 14,250         | None.           |
| Wiscasset.....                   | 218          | 10,905              | 100                        | 4,237          | None.           |

*a* The chairman of the board of assessors states: "It will be impossible to state the total assessed valuation of vessels in the city of Boston, Mass., for 1893. Such class of property is included (excepting vessels in foreign carrying trade) in the dooming of those citizens who do not make returns without specifying the same, and is assessed as all other property, at a full and fair cash value and at the same rate (\$12.90 per \$1,000 in value). The proportion of personal estate returned to us under oath is about 20 per cent of the total assessed valuation (\$202,015,500), of which \$31,500 was for ships and vessels not engaged in the foreign carrying trade, these being practically exempt by law. The value of ships in foreign trade, as returned to us, was, for 1893, \$281,856."

*b* The assessors of taxes state: "In this State no personal property is 'listed' for taxation unless a sworn return is made by the taxpayer. In the absence of such a return the taxpayer is doomed in such an amount as in the judgment of the assessors is sufficient to cover the value of his property. Comparatively few returns are made, and therefore no estimate can be given from the assessment rolls as to the value of vessel property. Corporations are not in this State taxed for vessels, but the capital stock is taxable to the stockholders at its market value. No tax is levied on the earnings of corporations owning vessels. No discrimination is made in favor of vessels engaged in foreign trade."

*c* The secretary of the department of taxes and assessment states: "It is impossible to answer your first question as to the total assessed valuation of vessels of all descriptions in this city of the year 1893. \* \* \* The tax rate on real estate and personal property of individuals and corporations, not taxed directly by the State, for 1893 in this city was 1.82 per cent. The capital stock of corporations and



It will be observed that Bath, Me., levies more taxes on its shipping than are paid by the North German Lloyd Company on over \$15,000,000 of shipping to Germany; that Portland levies more taxes than the Cunard Company paid to Great Britain last year on nearly \$9,000,000 of shipping; that Portland taxes are greater than those paid even by Gloucester, Mass., or Detroit, Mich., on about \$1,500,000; that taxation in Maine appears to be three times heavier than in California, double that of Georgia, and many times greater than in England, France, or Germany. Indeed, none of the three great transatlantic lines could have been operated profitably under the Maine tax laws, as those laws would have levied taxes on them greater than the amount any of those companies paid as dividends last year;

That the taxes levied on shipping at Gloucester last year were more than those paid by the North German Lloyd Company on over \$15,000,000 shipping to the German Government, or those paid by the Cunard Company on over \$9,000,000 of shipping to the British Government, and the taxation at that port for State and local purposes is double the rate imposed at San Francisco, or Savannah, Ga., on shipping;

That the taxation on shipping at Charleston, S. C., is five times heavier than that levied by Great Britain or Germany;

That American shipping at Savannah was taxed last year for State and local purposes a sum more than the Cunard Company paid to the British Government on over \$9,000,000 of shipping, and that the burden of taxation appears to be four times heavier in Georgia than in France and nearly six times heavier than in Germany;

That while Alabama exempts from taxes vessels engaged in the foreign trade, the taxes on coasting vessels at Mobile last year were double those paid by the Pacific Steam Navigation Company to the British Government on over \$6,500,000 of vessel property;

That the taxes levied on shipping at New Orleans last year were more than the Compagnie Generale Transatlantique paid on \$22,000,000 of shipping to the French Government; than the two great German lines—the North German Lloyd and the Hamburg-American Line—paid on their combined shipping, valued at over \$25,000,000, and were three times the taxes paid by the Cunard Company on over \$9,000,000 to the British Government;

That San Francisco levied last year \$85,675 taxes, a sum within \$600 of the combined taxes paid by the Cunard Line, the Hamburg-American Line, the North German Lloyd, and the Compagnie Generale Transatlantique to their respective Governments, their combined shipping comprising upward of 700,000 tons of the best steel and iron steamships in the world, valued at upward of \$58,000,000;

That the taxes on shipping for State and local purposes at Detroit were in amount virtually what the North German Lloyd paid on over \$15,000,000 of shipping to the German Government, and more than the Cunard or the Hamburg-American lines paid to their respective Governments on over \$9,000,000 each;

That on its shipping Milwaukee levied taxes greater than those paid by the Cunard Company to the British Government on over \$9,000,000 of shipping;

That the taxes levied on shipping at Cleveland, Ohio, last year were more than the combined taxes paid to the German, French, and English Governments by their three great steamship lines, the North German Lloyd, the Compagnie Generale Transatlantique, and the Cunard Line on their \$48,000,000 of shipping.

If heavy State and local taxes are to be maintained, any development of our merchant fleets which may become possible under changes in the navigation laws will be confined to States which remove undesirable burdens from shipowning interests. That these interests have not already secured the removal of these burdens is evidence of a failure to exert their influence in lawmaking bodies, as well as testimony to the existence of one cause which retards and, until removed, will continue to retard the attainment of our full measure of strength in navigation. It is believed

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the personal property of individuals owning vessels are taxable, under the laws of this State, in this city as personal property. \* \* \* Corporations owning vessels engaged exclusively in plying between this city and foreign ports are exempt from taxation on their capital."

*d* The clerk to the board of revision of taxes states: "Vessels belonging to individuals or corporations in this city and State are not subject to taxation. \* \* \* All corporations of this State are subject to a tax upon their capital stock."

*e* Delaware exempts all vessel property from taxation.

*f* No response.

*g* The chairman of the board of assessors states: "The greater number of vessels running into and out of this port are owned by railroad corporations, and have their principal offices in other ports than Buffalo, so that we can not, according to law, assess them here. We have consequently no assessment on vessels for city taxes, as the vessels which might be legally assessed are so encumbered with mortgages as to prevent their taxation."

*h* While no reply from the assessors has been received, the Bureau learns from private citizens that some years ago the assessors taxed vessel property at its full insurable value, and that accordingly many vessel owners were compelled to make nominal transfers of this property through partnerships, etc., to other ports. Thus Chicago, though in tonnage of entries and clearances a port of the first rank, in its ownership of documented vessel property takes very low rank, its vessel property being assessed at about \$300,000. These facts illustrate one result of heavy State taxation of floating property.



that a prompter and more effectual method to obtain relief than an appeal to Congress, which is sometimes advised, would be to put to the test the constitutionality of State laws in view of decisions of the United States courts, or, better still, to apply to State legislatures for the passage of more liberal laws, of which the law of the State of New York is a type. It may be added that the recent constitutional convention in that State, when considering exemptions of property from taxation, determined that the exemption of shipping in foreign trade should continue.

While this Bureau desires to keep strictly within the lines prescribed for its conduct, it has deemed the bare facts set forth above of sufficient importance to bring them to the notice of the governors of seaboard and lake States, boards of trade and chambers of commerce of principal ports, and influential newspapers. With the publication of such information as it has facilities for obtaining, this Bureau has exhausted its powers; but the hope is entertained that the facts adduced, the patent reasons for reform of State tax laws, and, above all, the activity of shipping interests, may suffice to produce practical results at least in some of the States most directly concerned with navigation.

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#### APPENDIX L.

##### RULES TO PREVENT COLLISIONS.

The rules to prevent collisions at sea have attracted some attention in Congress and before the public during the year, and will probably receive further consideration during the coming year. For convenience of reference and comparison, a synoptical table follows, giving the international rules of 1885, now in force on the high seas, the rules for harbors and inland water of the United States, the proposed international rules of 1890, and the rules for the Great Lakes and St. Lawrence River to Montreal. The table is so arranged that points of identity and difference may be readily discerned. Appended to the table is a list of the harbor lines thus far defined by the Secretary of the Treasury, fixing the limits within which the local rules of column 2 apply.







## SCOPE OF APPLICATION.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                                                                                                                                                                                                                                                                                     | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;">PRELIMINARY.</p> <p><i>Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following "Revised International Rules and Regulations for Preventing Collisions at Sea" shall be followed in the navigation of all public and private vessels of the United States upon the high seas and in all coast waters of the United States, except such as are otherwise provided for, namely:</i></p> | <p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after March first, eighteen hundred and ninety-five, the provisions of sections forty-two hundred and thirty-three, forty-four hundred and twelve, and forty-four hundred and thirteen of the Revised Statutes and regulations pursuant thereto shall be followed on the harbors, rivers and inland waters of the United States.</i></p> <p>The provisions of said sections of the Revised Statutes and regulations pursuant thereto are hereby declared special rules duly made by local authority relative to the navigation of harbors, rivers and inland waters as provided for in Article thirty, of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea."</p> <p>SEC. 2. The Secretary of the Treasury is hereby authorized, empowered and directed from time to time to designate and define by suitable bearings or ranges with light houses, light vessels, buoys or coast objects, the lines dividing the high seas from rivers, harbors and inland waters.</p> <p>SEC. 4. The words "inland waters" used in this Act shall not be held to include the Great Lakes and their connecting and tributary waters as far east as Montreal; and this Act shall not in any respect modify or affect the provisions of the Act entitled "An Act to regulate navigation on the Great Lakes and their connecting and tributary waters," approved February eighth, eighteen hundred and ninety-five.</p> <p>Approved, February 19, 1895.</p> <p>SEC. 4233. The following rules for preventing collisions on the water shall be followed in the navigation of vessels of the Navy and of the mercantile marine of the United States:</p> |

## STEAM AND SAIL VESSELS.

## PRELIMINARY.

|                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                              |
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| <p>ARTICLE 1. In the following rules every steamship which is under sail and not under steam is to be considered a sailing-ship, and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.</p> | <p>RULE ONE. Every steam-vessel which is under sail, and not under steam, shall be considered a sail-vessel; and every steam-vessel which is under steam, whether under sail or not, shall be considered a steam-vessel.</p> |
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## SCOPE OF APPLICATION.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                                                                                                                                   |
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| <p>Whereas the President, in accordance with the proposition of Great Britain to enforce on March first, eighteen hundred and ninety-five, the revised international regulations for preventing collisions at sea, and on the representations of that Government that those regulations had received the general approval of the several foreign maritime powers, pursuant to section three of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea," issued on July thirteenth, eighteen hundred and ninety-four, his proclamation fixing March first, eighteen hundred and ninety-five, as the time when the provisions of said Act, as amended, embodying said revised international regulations shall take effect; and</p> <p>Whereas the Government of Great Britain has withdrawn from the position, communicated to this Government on April twenty-fifth, eighteen hundred and ninety-four, that no time should be lost in carrying those regulations into effect, and on January sixteenth, eighteen hundred and ninety-five, announced to this Government that the Government of Great Britain now finds it impossible until Parliament has been consulted to fix a date for bringing the regulations into force, and earnestly requests this Government to consent to a temporary postponement of the enforcement of said regulations; and</p> <p>Whereas it is desirable that the revised international regulations for preventing collisions at sea shall be put into force simultaneously by the maritime powers: Therefore,</p> <p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That said Act of August nineteenth, eighteen hundred and ninety, take effect not on March first, eighteen hundred and ninety-five, but at a subsequent time, to be fixed by the President by proclamation issued for that purpose.</p> <p>Approved, February 23, 1895.</p> <p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the following regulations for preventing collisions at sea shall be followed by all public and private vessels of the United States upon the high seas and in all waters connected therewith, navigable by seagoing vessels.</p> | <p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the following rules for preventing collisions shall be followed in the navigation of all public and private vessels of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal.</p> |

## STEAM AND SAIL VESSELS.

## PRELIMINARY.

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| <p>In the following rules every steam-vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.</p> <p>The word "steam-vessel" shall include any vessel propelled by machinery.</p> <p>A vessel is "under way" within the meaning of these rules when she is not at anchor, or made fast to the shore, or aground.</p> | <p>RULE 1. Every steam vessel which is under sail and not under steam, shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel.</p> <p>The word steam vessel shall include any vessel propelled by machinery. A vessel is under way within the meaning of these rules when she is not at anchor or made fast to the shore or aground.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## RULES CONCERNING LIGHTS, ETC.

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| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                           | Rules of the United States for harbors, rivers, and inland waters.                                                                  |
| ART. 2. The lights mentioned in the following articles numbered three, four, five, six, seven, eight, nine, ten, and eleven, and no others, shall be carried in all weathers, from sunset to sunrise. | RULE TWO. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise. |

## LIGHTS FOR STEAM VESSELS.

## FOREMAST LIGHT.

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| ART. 3. A sea-going steamship, when under way, shall carry—<br>(a) On or in front of the foremast, at a height above the hull of not less than twenty feet, and if the breadth of the ship exceeds twenty feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles. | RULE THREE. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—<br>(a) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side. |
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## SIDE LIGHTS.

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| (b) On the starboard side a green light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.<br>(c) On the port side a red light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.<br>(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow. | (b) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.<br>(c) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.<br>The green and red light shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow. |
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## RANGE LIGHTS FOR STEAM VESSELS.

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|  | RULE SEVEN. All coasting steam-vessels, and steam-vessels other than ferry-boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule Six, shall carry the red and green lights as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after-light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head-light shall be so constructed as to show a good light through twenty points of the compass, namely: from right ahead to two points abaft the beam on either side of the vessel; and the after-lights so as to show all around the horizon. |
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## STEAM AND SAIL VESSELS—Continued.

## RULES CONCERNING LIGHTS, ETC.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                            | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                    |
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| <p>The word "visible" in these rules when applied to light shall mean visible on a dark night with a clear atmosphere.</p> <p>ARTICLE 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.</p> | <p>RULE 2. The lights mentioned in the following rules and no others shall be carried in all weathers from sunset to sunrise. The word visible in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.</p> |

## LIGHTS FOR STEAM VESSELS.

## FOREMAST LIGHT.

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| <p>ART. 2. A steam vessel when under way shall carry—(a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than forty feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.</p> | <p>RULE 3. Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry:</p> <p>(a) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so, however, that such height need not exceed forty feet, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such character as to be visible at a distance of at least five miles.</p> |
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## SIDE LIGHTS.

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| <p>(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.</p> <p>(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.</p> <p>(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.</p> | <p>(b) On the starboard side, a green light, so constructed as to throw an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.</p> <p>(c) On the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.</p> <p>(d) The said green and red lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.</p> |
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## RANGE LIGHTS FOR STEAM VESSELS.

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| <p>(e) A steam-vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.</p> | <p>(e) A steamer of over one hundred and fifty feet register length shall also carry when under way an additional bright light similar in construction to that mentioned in subdivision (a), so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least three miles. Such additional light shall be placed in line with the keel at least fifteen feet higher from the deck and more than seventy-five feet abaft the light mentioned in subdivision (a).</p> |
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## STEAM AND SAIL VESSELS—Continued.

## SIDE LIGHTS FOR STEAMERS NOT OCEAN-GOING NOR CARRYING SAIL.

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| International rules of 1885 in force on the high seas and coastwise waters. | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                                                                                                                                                      |
|                                                                             | RULE FIVE. All steam-vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port sides lights of the same character and construction and in the same position as are prescribed for side-lights by Rule Three, except in the case provided in Rule Six. |

## LIGHTS FOR STEAMERS ON THE MISSISSIPPI RIVER.

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|  | RULE SIX. River-steamers navigating waters flowing in the Gulf of Mexico, and their tributaries, shall carry the following lights, namely: One red light on the outboard side of the port smoke-pipe, and one green light on the outboard side of the starboard smoke-pipe. Such lights shall show both forward and abeam on their respective sides. |
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## LIGHTS FOR STEAM VESSELS TOWING.

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| ART. 4. A steamship when towing another ship shall, in addition to her side-lights, carry two bright white lights in a vertical line, one over the other, not less than three feet apart, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light which other steamships are required to carry. | RULE FOUR. Steam-vessels, when towing other vessels, shall carry two bright white mast-head lights vertically, in addition to their side-lights, so as to distinguish them from other steam-vessels. Each of these mast-head lights shall be of the same character and construction as the mast-head lights prescribed by Rule Three. |
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## VESSELS NOT UNDER COMMAND.

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| ART. 5. (a) A ship, whether a steamship or sailing ship, which from any accident is not under command, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three red lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, one over the other, not less than three feet apart, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles and shall by day carry in a vertical line, one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter. |  |
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## STEAM AND SAIL VESSELS—Continued.

## SIDE LIGHTS FOR STEAMERS NOT OCEAN-GOING NOR CARRYING SAIL.

| Proposed international rules of 1890. | Rules for the Great Lakes and St. Lawrence River. |
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## LIGHTS FOR STEAMERS ON THE MISSISSIPPI RIVER.

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## LIGHTS FOR STEAM VESSELS TOWING.

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| <p>ART. 3. A steam-vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than six feet apart, and when towing more than one vessel shall carry an additional bright white light six feet above or below such light, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed exceeds six hundred feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article two (a), excepting the additional light, which may be carried at a height of not less than fourteen feet above the hull.</p> <p>Such steam-vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.</p> | <p>RULE 4. A steam vessel having a tow other than a raft shall in addition to the forward bright light mentioned in subdivision (a) of rule three carry in a vertical line not less than six feet above or below that light a second bright light of the same construction and character and fixed and carried in the same manner as the forward bright light mentioned in said subdivision (a) of rule three. Such steamer shall also carry a small bright light abaft the funnel or after mast for the tow to steer by, but such light shall not be visible forward of the beam.</p> <p>RULE 5. A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule four, carry on or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so however that such height need not exceed forty feet, two bright lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least five miles. Such steamer shall also carry the small bright steering light aft, of the character and fixed as required in rule four.</p> |
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## VESSELS NOT UNDER COMMAND.

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| <p>ART. 4. (a) A vessel which from any accident is not under command shall carry at the same height as a white light mentioned in article two (a), where they can best be seen, and if a steam-vessel in lieu of that light, two red lights, in a vertical line one over the other, not less than six feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than six feet apart, where they can best be seen, two black balls or shapes, each two feet in diameter.</p> |  |
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## STEAM AND SAIL VESSELS—Continued.

## VESSELS LAYING TELEGRAPH CABLES.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Rules of the United States for harbors, rivers, and inland waters. |
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| <p>(b) A ship, whether a steamship or a sailing-ship, employed in laying or in picking up a telegraph cable, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, over one another, not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character that the red lights shall be visible at the same distance as the white light. By day she shall carry, in a vertical line, one over the other, not less than six feet apart, in front of but not lower than her foremast head, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in color, and the middle one diamond in shape and white.</p> <p>(c) The ships referred to in this article when not making any way through the water shall not carry the side lights, but when making way shall carry them.</p> <p>(d) The lights and shapes required to be shown by this article are to be taken by other ships as signals that the ship showing them is not under command, and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in article twenty-seven.</p> |                                                                    |

## LIGHTS FOR SAILING VESSELS.

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| <p>ART. 6. A sailing-ship under way or being towed shall carry the same lights as are provided by article three for a steamship under way, with the exception of the white light, which she shall never carry.</p> | <p>RULE EIGHT. Sail-vessels, under way or being towed, shall carry the same lights as steam-vessels under way, with the exception of the white mast-head lights, which they shall never carry. (See Rule Three, <i>b</i> and <i>c</i>.)</p> |
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## EXCEPTIONAL LIGHTS FOR SMALL VESSELS.

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| <p>ART. 7. Whenever, as in the case of small vessels during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.</p> | <p>RULE NINE. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## VESSELS LAYING TELEGRAPH CABLES.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Rules for the Great Lakes and St. Lawrence River. |
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| <p>(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in article two (a), and if a steam-vessel in lieu of that light, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all around the horizon, at a distance of at least two miles. By day she shall carry in a vertical line, one over the other, not less than six feet apart, where they can best be seen, three shapes not less than two feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.</p> <p>(c) The vessels referred to in this article, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.</p> <p>(d) The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command and can not therefore get out of the way. These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in article thirty-one.</p> |                                                   |

## LIGHTS FOR SAILING VESSELS.

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| <p>ART. 5. A sailing vessel under way and any vessel being towed shall carry the same lights as are prescribed by article two for a steam-vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.</p> | <p>RULE 6. A sailing vessel under way and any vessel being towed shall carry the side lights mentioned in rule three.</p> <p>A vessel in tow shall also carry a small bright light aft, but such light shall not be visible forward of the beam.</p> |
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## EXCEPTIONAL LIGHTS FOR SMALL VESSELS.

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| <p>ART. 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.</p> | <p>RULE 8. Whenever, as in the case of small vessels under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.</p> |
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STEAM AND SAIL VESSELS—Continued.

SMALL STEAM VESSELS, VESSELS UNDER OARS OR SAILS, ETC.

| International rules of 1885 in force on the high seas and coastwise waters. | Rules of the United States for harbors, rivers, and inland waters. |
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LIGHTS FOR STEAM AND SAIL VESSELS AT ANCHOR.

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| ART. 8. A ship, whether a steamship or a sailing-ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all round the horizon at a distance of at least one mile. | RULE TEN. All vessels, whether steam-vessels or sail-vessels, when at anchor or in roadsteads or fair-ways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile. |
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## STEAM AND SAIL VESSELS—Continued.

## SMALL STEAM VESSELS, VESSELS UNDER OARS OR SAILS, ETC.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Rules for the Great Lakes and St. Lawrence River. |
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| <p>ART. 7. Steam vessels of less than forty, and vessels under oars or sails of less than twenty tons gross tonnage, respectively, and rowing boats, when under way, shall not be required to carry the lights mentioned in article two (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:</p> <p>First. Steam vessels of less than forty tons shall carry—</p> <p>(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.</p> <p>(b) Green and red side-lights constructed and fixed as prescribed in article two (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.</p> <p>Second. Small steamboats, such as are carried by seagoing vessels, may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision one (b).</p> <p>Third. Vessels under oars or sails of less than twenty tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the star-board side.</p> <p>Fourth. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.</p> <p>The vessels referred to in this article shall not be obliged to carry the lights prescribed by article four (a) and article eleven, last paragraph.—[Act of May 28, 1894.]</p> |                                                   |

## LIGHTS FOR STEAM AND SAIL VESSELS AT ANCHOR.

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| <p>ART. 11. A vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern constructed so as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile.</p> <p>A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.</p> <p>The length of a vessel shall be deemed to be the length appearing in her certificate of registry.</p> <p>A vessel aground in or near a fair-way shall carry the above light or lights and the two red lights prescribed by article four (a).</p> | <p>RULE 9. A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern constructed so as to show a clear, uniform, and unbroken light, visible all around the horizon, at a distance of at least one mile.</p> <p>A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## LIGHTS FOR PILOT VESSELS.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                                                                                                                                                                                                                                                           | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                                                                                      |
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| <p>ART. 9. A pilot-vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light or (a) flare-up lights at short intervals, which shall never exceed fifteen minutes. A pilot-vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.</p> | <p>RULE ELEVEN. Sailing pilot-vessels shall not carry the lights required for other sailing-vessels, but shall carry a white light at the mast-head, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.</p> |

## LIGHTS FOR OPEN BOATS AND FISHING VESSELS.

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| <p>ART. 10. Open boats and fishing-vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.</p> <p>The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:</p> <p>(a) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.</p> <p>(b) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all round the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.</p> <p>(c) All vessels when trawling, dredging, or fishing with any kind of drag-nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two</p> | <p>RULE THIRTEEN. Open boats shall not be required to carry the side-lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if considered expedient.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## LIGHTS FOR PILOT VESSELS.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Rules for the Great Lakes and St. Lawrence River. |
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| <p>ART. 8. Pilot vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.</p> <p>On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.</p> <p>A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.</p> <p>Pilot-vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other vessels of their tonnage.</p> |                                                   |

## LIGHTS FOR OPEN BOATS AND FISHING VESSELS.

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| <p>[ART. 9.] [Art. 10, Act March 3, 1885.] Open boats and fishing-vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.</p> <p>The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:</p> <p>(a) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.</p> <p>(b) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall not be less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all round the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.</p> <p>(c) All vessels when trawling, dredging, or fishing with any kind of drag-nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction</p> | <p>RULE 11. Open boats shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition if considered expedient.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## LIGHTS FOR OPEN BOATS AND FISHING VESSELS—Continued.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Rules of the United States for harbors, rivers, and inland waters. |
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| <p>lights shall be of such a character and contained in lanterns of such construction as to be visible all round the horizon on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.</p> <p>(d) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.</p> <p>(e) If a vessel, when fishing with a trawl, dredge, or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.</p> <p>(f) Fishing-vessels and open boats may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the after part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net they shall be exhibited from the bow.</p> <p>(g) Every fishing-vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light, visible all round the horizon at a distance of at least one mile.</p> <p>(h) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag-net, and a vessel employed in line-fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately.</p> |                                                                    |

## VESSELS OVERTAKEN—FLARE-UP LIGHTS.

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| <p>ART. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.</p> | <p>Every such vessel shall, on the approach of any steam-vessel during the night-time, show a lighted torch upon that point or quarter to which such steam-vessel shall be approaching.</p> |
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## SPECIAL SIGNALS.

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## FERRYBOATS, BARGES, ETC., IN TOW, TUGBOATS, RAFTS, ETC.

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|  | <p>[RULE 7.] The lights for ferryboats, barges, and canal boats when in tow of steam vessels, shall be regulated by such rules as the board of supervising inspectors of steam vessels shall prescribe.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## LIGHTS FOR OPEN BOATS AND FISHING VESSELS—Continued.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Rules for the Great Lakes and St. Lawrence River. |
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| <p>tion as to be visible all round the horizon, on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.</p> <p>(d) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.</p> <p>(e) If a vessel, when fishing with a trawl, dredge, or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.</p> <p>(f) Fishing-vessels and open boats may at any time use a flare up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the after-part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net, they shall be exhibited from the bow.</p> <p>(g) Every fishing-vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light, visible all round the horizon at a distance of at least one mile.</p> <p>(h) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag-net, and a vessel employed in line-fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately. [Art. 10, Act March 3, 1885, reenacted August 13, 1894, so far as fishing vessels are concerned. For open boats see identical provision in Article 7 (b), third.]</p> |                                                   |

## VESSELS OVERTAKEN—FLARE-UP LIGHTS.

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| <p>ART. 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light. The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.</p> | <p>RULE 12. Sailing vessels shall at all times, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching.</p> |
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## SPECIAL SIGNALS.

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| <p>ART. 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that can not be mistaken for a distress signal.</p> |  |
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## FERRYBOATS, BARGES, ETC., IN TOW, TUGBOATS, RAFTS, ETC.

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|  | <p>RULE 7. The lights for tugs under thirty tons register whose principal business is harbor towing, and for boats navigating only on the River Saint Lawrence, also ferryboats, rafts and canal boats, shall be regulated by rules which have been or may hereafter be prescribed by the board of supervising inspectors of steam vessels.</p> |
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STEAM AND SAIL VESSELS—Continued.

COAL BOATS, PRODUCE BOATS, CANAL BOATS, ETC., UNDER WAY OR ANCHORED.

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| International rules of 1885 in force on the high seas and coastwise waters. | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                             | RULE TWELVE. Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the board of supervising inspectors of steam vessels. |

STEAM VESSEL UNDER SAIL BY DAY.

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SOUND SIGNALS FOR FOG.

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| ART. 12. A steamship shall be provided with a steam-whistle or other efficient steam sound signals, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn, to be sounded by a bellows or other mechanical means, and also with an efficient bell. (In all cases where the regulations require a bell to be used, a drum will be substituted on board Turkish vessels.) A sailing-ship shall be provided with a similar fog-horn and bell.<br>In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows, that is to say: | RULE FIFTEEN. Whenever there is a fog, or thick weather, whether by day or night, fog-signals shall be used as follows: |
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STEAM VESSEL UNDERWAY.

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| (a) A steamship under way shall make with her steam-whistle or other steam sound signal, at intervals of not more than two minutes, a prolonged blast. | (a) Steam-vessels under way shall sound a steam-whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute. |
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VESSELS TOWING AND TOWED.

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## STEAM AND SAIL VESSELS—Continued.

## COAL BOATS, PRODUCE BOATS, CANAL BOATS, ETC., UNDER WAY OR ANCHORED.

| Proposed international rules of 1890. | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|                                       | RULE 10. Produce boats, canal boats, fishing boats, rafts, or other water craft navigating any bay, harbor, or river by hand power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, and not otherwise provided for in these rules, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the board of supervising inspectors of steam vessels. |

## STEAM VESSEL UNDER SAIL BY DAY.

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| ART. 14. A steam-vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward where it can best be seen, one black ball or shape two feet in diameter. |  |
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## SOUND SIGNALS FOR FOG.

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| <p>ART. 15. All signals prescribed by this article for vessels under way shall be given:</p> <ol style="list-style-type: none"> <li>1. By "steam-vessels" on the whistle or siren.</li> <li>2. By "sailing vessels and vessels towed" on the fog-horn.</li> </ol> <p>The words "prolonged blast" used in this article shall mean a blast of from four to six seconds' duration.</p> <p>A steam-vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. [In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.] A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog-horn and bell.</p> <p>In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, viz:</p> | <p>RULE 14. A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than eight feet from the deck, or in such other place as the local inspectors of steam vessels shall determine, and of such character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell, and it is hereby made the duty of the United States local inspectors of steam vessels when inspecting the same to require each steamer to be furnished with such whistle and bell. A sailing vessel shall be provided with an efficient fog horn and with an efficient bell.</p> <p>Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, fog signals shall be used as follows:</p> |
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## STEAM VESSEL UNDERWAY.

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| (a) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast. | (a) A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle. |
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## VESSELS TOWING AND TOWED.

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| (f) A vessel when towing shall, instead of the signals prescribed in subdivisions (a) and (c) of this article at intervals of not more than two minutes, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other. | <p>(c) A steamer with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.</p> <p>(b) Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).</p> |
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## STEAM AND SAIL VESSELS—Continued.

## SPECIAL SOUND SIGNALS.

| International rules of 1885 in force on the high seas and coastwise waters. | Rules of the United States for harbors, rivers, and inland waters. |
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## SAILING VESSELS UNDER WAY.

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| (b) A sailing-ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession. | (b) Sail-vessels under way shall sound a foghorn at intervals of not more than five minutes. |
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## VESSELS NOT UNDER WAY, ANCHORED OR STOPPED.

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| (c) A steamship and a sailing-ship when not under way shall, at intervals of not more than two minutes, ring the bell. | (c) Steam-vessels and sail-vessels, when not under way, shall sound a bell at intervals of not more than five minutes. |
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## PRODUCE BOATS, FISHING BOATS, RAFTS, ETC.

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|  | (d) Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fair-way of any bay, harbor, or river, and not in any port, shall sound a fog-horn, or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes. |
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## STEAM AND SAIL VESSELS—Continued.

## SPECIAL SOUND SIGNALS.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Rules for the Great Lakes and St. Lawrence River. |
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| <p>(g) A steam-vessel wishing to indicate to another "The way is off my vessel, you may feel your way past me," may sound three blasts in succession, namely, short, long, short, with intervals of about one second between them.</p> <p>(h) A vessel employed in laying or picking up a telegraph cable shall, on hearing the fog-signal of an approaching vessel, sound in answer three prolonged blasts in succession.</p> <p>(i) A vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by these rules, shall, on hearing the fog-signal of an approaching vessel, sound in answer four short blasts in succession.</p> <p>Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound-signal at intervals of not more than one minute.</p> |                                                   |

## SAILING VESSELS UNDER WAY.

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| <p>(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.</p> | <p>(d) A sailing vessel under way and not in tow shall sound at intervals of not more than one minute—</p> <p>If on the starboard tack with wind forward of abeam, one blast of her fog horn;</p> <p>If on the port tack with wind forward of the beam, two blasts of her fog horn;</p> <p>If she has the wind abaft the beam on either side, three blasts of her fog horn.</p> |
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## VESSELS NOT UNDER WAY, ANCHORED, OR STOPPED.

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| <p>(b) A steam-vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.</p> <p>(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.</p> <p>(e) A vessel at anchor at sea, when not in ordinary anchorage ground, and when in such a position as to be an obstruction to vessels under way, shall sound, if a steam-vessel, at intervals of not more than two minutes, two prolonged blasts with her whistle or siren, followed by ringing her bell; or, if a sailing-vessel, at intervals of not more than one minute, two blasts with her fog-horn, followed by ringing her bell.</p> | <p>(e) Any vessel at anchor and any vessel aground in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for three to five seconds.</p> <p>(f) Vessels of less than ten tons registered tonnage, not being steam vessels, shall not be obliged to give the above-mentioned signals, but if they do not they shall make some other efficient sound signal at intervals of not more than one minute.</p> |
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## PRODUCE BOATS, FISHING BOATS, RAFTS, ETC.

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|  | <p>(g) Produce boats, fishing boats, rafts, or other water craft navigating by hand power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these rules, shall sound a fog horn, or equivalent signal, at intervals of not more than one minute.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## MODERATE SPEED IN FOG.

| International rules of 1885 in force on the high seas and coastwise waters.                                               | Rules of the United States for harbors, rivers, and inland waters. |
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| ART. 13. Every ship, whether a sailing-ship or a steamship, shall in a fog, mist, or falling snow go at a moderate speed. | See rule twenty-one.                                               |

## STEERING AND SAILING RULES.

## PRELIMINARY—RISK OF COLLISION.

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## SAILING VESSELS.

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| <p>ART. 14. When two sailing-ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:</p> <p>(a) A ship which is running free shall keep out of the way of a ship which is close-hauled.</p> <p>(b) A ship which is close-hauled on the port tack shall keep out of the way of a ship which is close-hauled on the starboard tack.</p> <p>(c) When both are running free, with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.</p> <p>(d) When both are running free, with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.</p> <p>(e) A ship which has the wind aft shall keep out of the way of the other ship.</p> | <p>RULE SIXTEEN. If two sail-vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.</p> <p>RULE SEVENTEEN. When two sail-vessels are crossing so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side, except in the case in which the vessel with the wind on the port side is close-hauled, and the other vessel free, in which case the latter vessel shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.</p> |
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## STEAM VESSELS MEETING.

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| <p>ART. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which by day each ship sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each ship is in such a position as to see both the sidelights of the other. It does not apply by day to cases in which a ship sees another ahead crossing her own course, or by night to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.</p> | <p>RULE EIGHTEEN. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.</p> |
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## STEAM AND SAIL VESSELS—Continued.

## MODERATE SPEED IN FOG.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                            | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                                                                                                                                                                   |
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| <p>ART. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.</p> <p>A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.</p> | <p>RULE 15. Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rain storms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other.</p> |

## STEERING AND SAILING RULES.

## PRELIMINARY—RISK OF COLLISION.

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| <p>Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.</p> |  |
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## SAILING VESSELS.

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| <p>ART. 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:</p> <p>(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.</p> <p>(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.</p> <p>(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.</p> <p>(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to leeward.</p> <p>(e) A vessel which has the wind aft shall keep out of the way of the other vessel.</p> | <p>RULE 16. When two sailing vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows, namely:</p> <p>(a) A vessel which is running free shall keep out of the way of a vessel which is closehauled.</p> <p>(b) A vessel which is closehauled on the port tack shall keep out of the way of a vessel which is closehauled on the starboard tack.</p> <p>(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.</p> <p>(d) When they are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.</p> |
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## STEAM VESSELS MEETING.

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| <p>ART. 18. When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.</p> <p>This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.</p> <p>The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.</p> <p>It does not apply by day to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.</p> | <p>RULE 17. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision each shall alter her course to starboard, so that each shall pass on the port side of the other.</p> |
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## STEERING AND SAILING RULES—Continued.

## TWO STEAMERS CROSSING.

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| International rules of 1895 in force on the high seas and coastwise waters.                                                                                                       | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                          |
| ART. 16. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other. | RULE NINETEEN. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other. |

## STEAM VESSEL TO KEEP OUT OF WAY OF SAIL VESSEL.

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| ART. 17. If two ships, one of which is a sailing-ship and the other a steamship are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing-ship. | RULE TWENTY. If two vessels, one of which is a sail-vessel and the other a steam-vessel, are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sail-vessel. |
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## STEAM VESSEL TO SLACKEN SPEED OR STOP.

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| ART. 18. Every steamship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or stop and reverse, if necessary. | RULE TWENTY-ONE. Every steam-vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam-vessel shall, when in a fog, go at a moderate speed. |
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## PASSING SIGNALS FOR STEAM VESSELS.

| SIGNALS OF STEAMERS SHOWING COURSE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PASSING SIGNALS.                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p>ART. 19. In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she has in sight by the following signals on her steam-whistle, namely:</p> <p>One short blast to mean "I am directing my course to starboard."</p> <p>Two short blasts to mean "I am directing my course to port."</p> <p>Three short blasts to mean "I am going full speed astern."</p> <p>The use of these signals is optional, but if they are used the course of the ship must be in accordance with the signal made.</p> | <p>SEC. 4412. The Board of Supervising Inspectors shall establish such regulations to be observed by all steam vessels in passing each other, as they shall from time to time deem necessary for safety; two printed copies of such regulations, signed by them, shall be furnished to each of such vessels, and shall at all times be kept posted up in conspicuous places in such vessels.</p> |



## STEERING AND SAILING RULES—Continued.

## TWO STEAMERS CROSSING.

| Proposed international rules of 1890.                                                                                                                                              | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                |
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| ART. 19. When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other. | RULE 18. When two steam vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other. |

## STEAM VESSEL TO KEEP OUT OF WAY OF SAIL VESSEL.

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| ART. 20. When a steam-vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel. | RULE 19. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel. |
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## STEAM VESSEL TO SLACKEN SPEED OR STOP.

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| ART. 23. Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse. | RULE 21. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse. |
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## PASSING SIGNALS FOR STEAM VESSELS.

| SOUND-SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PASSING SIGNALS IN ALL WEATHERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p>ART. 28. The words "short blasts" used in this article shall mean a blast of about one second's duration.</p> <p>When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely:</p> <p>One short blast to mean, "I am directing my course to starboard."</p> <p>Two short blasts to mean, "I am directing my course to port."</p> <p>Three short blasts to mean, "My engines are going at full speed astern."</p> | <p>RULE 23. In all weathers every steam vessel under way in taking any course authorized or required by these rules shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal or, as provided in Rule Twenty-six:</p> <p>One blast to mean, "I am directing my course to starboard."</p> <p>Two blasts to mean, "I am directing my course to port." But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels.</p> <p>RULE 24. That in all narrow channels where there is a current, and in the rivers Saint Mary, Saint Clair, Detroit, Niagara, and Saint Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take.</p> <p>RULE 25. In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances.</p> <p>RULE 26. If the pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerageway, and, if necessary, stop and reverse.</p> |



## STEERING AND SAILING RULES—Continued.

## OVERTAKING VESSELS.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                    | Rules of the United States for harbors, rivers, and inland waters.                                                |
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| ART. 20. Notwithstanding anything contained in any preceding article, every ship, whether a sailing-ship or a steamship, overtaking any other shall keep out of the way of the overtaken ship. | RULE TWENTY-TWO. Every vessel overtaking any other vessel shall keep out of the way of the last-mentioned vessel. |

## STEAM VESSELS IN NARROW CHANNELS.

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| ART. 21. In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such ship. |  |
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## RIGHT OF WAY.

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| ART. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course. | RULE TWENTY-THREE. Where, by Rules seventeen, nineteen, twenty, and twenty-two, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of Rule twenty-four. |
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## NAVAL VESSELS, ETC.

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| ART. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy. | RULE FOURTEEN. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel, acting singly, the special character of the service may require it. |
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## STEERING AND SAILING RULES—Continued.

## OVERTAKING VESSELS.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Rules for the Great Lakes and St. Lawrence River.                                                                                                      |
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| <p>ART. 24. Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.</p> <p>Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.</p> <p>As by day the overtaken vessel can not always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.</p> | <p>RULE 22. Notwithstanding anything contained in these rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.</p> |

## STEAM VESSELS IN NARROW CHANNELS.

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| <p>ART. 25. In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.</p> |  |
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## RIGHT OF WAY.

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| <p>ART. 21. Where, by any of these rules, one of two vessels is to keep out of the way the other shall keep her course and speed.</p> <p>NOTE.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision can not be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See articles twenty-seven and twenty nine, Act of May 28, 1894.)</p> <p>ART. 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.</p> <p>ART. 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels or boats.</p> | <p>RULE 20. Where, by any of the rules herein prescribed, one of two vessels shall keep out of the way, the other shall keep her course and speed.</p> |
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## NAVAL VESSELS, ETC.

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| <p>ART. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal-lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship-owners, which have been authorized by their respective Governments and duly registered and published.</p> | <p>RULE 13. The exhibition of any light on board of a vessel of war or revenue cutter of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.</p> |
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## STEERING AND SAILING RULES—Continued.

## DEPARTURE FROM THE RULES.

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| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                           | Rules of the United States for harbors, rivers, and inland waters.                                                                                                                                                                                                  |
| ART. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. | RULE TWENTY-FOUR. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger. |

## PROPER PRECAUTIONS.

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| ART. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. |  |
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## RESERVATION OF RULES FOR HARBORS AND INLAND NAVIGATION.

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| ART. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland navigation. |  |
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## DISTRESS SIGNALS.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| <p>ART. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say:</p> <p>In the daytime—</p> <p>First. A gun fired at intervals of about a minute.</p> <p>Second. The international code signal of distress indicated by N. C.</p> <p>Third. The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball.</p> <p>At night—</p> <p>First. A gun fired at intervals of about a minute.</p> <p>Second. Flames on the ship (as from a burning tar-barrel, or oil-barrel, and so forth.)</p> <p>Third. Rockets or shells, throwing stars of any color or description, fired one at a time, at short intervals.</p> |  |
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## STEERING AND SAILING RULES—Continued.

## DEPARTURE FROM THE RULES.

| Proposed international rules of 1890.                                                                                                                                                                                                               | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ART. 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. | RULE 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. |

## PROPER PRECAUTIONS.

|                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                           |
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| ART. 29. Nothing in these rules shall exonerate any vessel or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. | RULE 28. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of a neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. |
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## RESERVATION OF RULES FOR HARBORS AND INLAND NAVIGATION.

|                                                                                                                                                                                        |  |
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| ART. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland waters. |  |
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## DISTRESS SIGNALS.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
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| <p>Article 31. When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signals to be used or displayed by her, either together or separately, namely:</p> <p>In the daytime—</p> <p>First. A gun or other explosive signal fired at intervals of about a minute.</p> <p>Second. The international code signal of distress indicated by N C.</p> <p>Third. The distance signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.</p> <p>Fourth. A continuous sounding with any fog-signal apparatus.</p> <p>At night—</p> <p>First. A gun or other explosive signal fired at intervals of about a minute.</p> <p>Second. Flames on the vessel (as from a burning tar barrel, oil barrel, and so forth).</p> <p>Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.</p> <p>Fourth. A continuous sounding with any fog-signal apparatus. Act of May 28, 1894.]</p> |  |
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## STEERING AND SAILING RULES—Continued.

## REPEALING CLAUSE AND DATE OF EFFECT.

| International rules of 1885 in force on the high seas and coastwise waters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Rules of the United States for harbors, rivers, and inland waters. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <p>SEC. 2. That all laws and parts of laws inconsistent with the foregoing "Revised International Rules and Regulations" for the navigation of all public and private vessels of the United States upon the high seas, and in all coast waters of the United States, are hereby repealed, except as to the navigation of such vessels within the harbors, lakes, and inland waters of the United States; and that this act shall take effect and be in force from and after the first day of September, anno Domini, eighteen hundred and eighty-four.</p> <p>Approved March 3, 1885.</p> |                                                                    |

## SUPPLEMENTARY REGULATIONS.

|  |  |
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## PENALTIES.

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|  | <p>SEC 3. Collectors or other chief officers of the customs shall require all sail vessels to be furnished with proper signal lights. Every such vessel that shall be navigated without complying with the Statutes of the United States, or the regulations that may be lawfully made thereunder, shall be liable to a penalty of two hundred dollars, one-half to go to the informer; for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.</p> <p>SEC. 4413. Every pilot, engineer, mate or master of any steam vessel who neglects or wilfully refuses to observe the regulations established in pursuance of the preceeding [R. S. 4412] section, shall be liable to a penalty of fifty dollars, and for all damages sustained by any passenger, in his person or baggage, by such neglect or refusal.</p> |
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## STEERING AND SAILING RULES—Continued.

## REPEALING CLAUSE AND DATE OF EFFECT.

| Proposed international rules of 1890.                                                                                                                                                                                                                                                                                                                                                                                                                                                | Rules for the Great Lakes and St. Lawrence River.                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>SEC. 2. That all laws or parts of laws inconsistent with the foregoing regulations for preventing collisions at sea for the navigation of all public and private vessels of the United States upon the high seas, and in all waters connected therewith navigable by sea-going vessels, are hereby repealed.</p> <p>SEC. 3. That this act shall take effect at a time to be fixed by the President by proclamation issued for that purpose.</p> <p>Approved, August 19, 1890.</p> | <p>SEC. 4. That all laws or parts of laws, so far as applicable to the navigation of the Great Lakes and their connecting and tributary waters as far east as Montreal, inconsistent with the foregoing rules are hereby repealed.</p> <p>SEC. 5. That this Act shall take effect on and after March first, eighteen hundred and ninety-five.</p> <p>Approved, February 8, 1895.</p> |

## SUPPLEMENTARY REGULATIONS.

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>SEC. 3. That the Secretary of the Treasury of the United States shall have authority to establish all necessary regulations, not inconsistent with the provisions of this Act, required to carry the same into effect.</p> <p>The Board of Supervising Inspectors of the United States shall have authority to establish such regulations to be observed by all steam vessels in passing each other, not inconsistent with the provisions of this Act, as they shall from time to time deem necessary; and all regulations adopted by the said Board of Supervising Inspectors under the authority of this Act, when approved by the Secretary of the Treasury, shall have the force of law. Two printed copies of any such regulations for passing, signed by them, shall be furnished to each steam vessel, and shall at all times be kept posted up in conspicuous places on board.</p> |
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## PENALTIES.

|  |                                                                                                                                                                                                                                                                                                                                                     |
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|  | <p>SEC. 2. That a fine, not exceeding two hundred dollars, may be imposed for the violation of any of the provisions of this Act. The vessel shall be liable for the said penalty, and may be seized and proceeded against, by way of libel, in the district court of the United States for any district within which such vessel may be found.</p> |
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LINEs DIVIDING THE HIGH SEAS FROM RIVERS, HARBORS, AND INLAND WATERS WHERE THE INLAND RULES OF THE ROAD ARE TO BE FOLLOWED.

TREASURY DEPARTMENT,  
Washington, D. C., July 13, 1895.

To Collectors of Customs and others:

Pursuant to section 2 of the act approved February 19, 1895, the following lines dividing the high seas from rivers, harbors, and inland waters are hereby designated and defined:

(BEARINGS ARE MAGNETIC.)

*Portland, Me., Harbor.*—From Cape Elizabeth (E.) Light ENE. to Halfway Rock Light, thence E., southerly, to Seguin Light.

*Philadelphia Harbor and Delaware Bay.*—From Cape Henlopen Light NE. by E. to South Shoal Whistling Buoy, thence NNE.  $\frac{1}{4}$  E. to Cape May Light.

*Charleston Harbor.*—From Charleston Light Vessel NW.  $\frac{1}{2}$  W. (toward Sullivan's Island Range Rear Light) to the North Jetty, and from Charleston Light Vessel SW.  $\frac{1}{8}$  W. to Charleston Whistling Buoy, thence SW.  $\frac{7}{8}$  W. to Charleston Main Channel Entrance Bell Buoy, thence W. to Folly Island.

*Savannah Harbor and Calibogue Sound.*—From Tybee Whistling Buoy NNW.  $\frac{1}{16}$  W. through North Slue Channel Outer Buoy to Braddock Point, Hilton Head Island, and from Tybee Whistling Buoy W. to Tybee Island.

*St. Simon Sound (Brunswick Harbor) and St. Andrew Sound.*—From hotel on Beach of St. Simon Island  $\frac{1}{16}$  mile NE. by E.  $\frac{1}{4}$  E. from St. Simon Light-House, SE.  $\frac{7}{8}$  E. to St. Simon Sea Buoy, thence S.  $\frac{1}{4}$  E. to St. Andrews Sound Sea Buoy, thence W. to the Shore of Little Cumberland Island.

*Pensacola Harbor.*—From Pensacola Entrance Whistling Buoy N.  $\frac{7}{8}$  W., a tangent to the E. side of Fort Pickens, to the shore of Santa Rosa Island, and from the Whistling Buoy NW.  $\frac{3}{16}$  W. to Fort McRee Range Front Light.

*Mobile Harbor and Bay.*—From Mobile Bay Outer or Deep Sea Whistling Buoy (or its watch buoy in summer) NE. by N. to the shore of Mobile Point, and from the Whistling Buoy NW. by W. to the shore of Dauphin Island.

*New Orleans Harbor and the Delta of the Mississippi.*—From South Pass East Jetty Light N. by E.  $\frac{1}{2}$  E. to Pass a Loure Light, thence N. to Errol Island and from South Pass East Jetty Light W.  $\frac{7}{8}$  S. to Southwest Pass Light, thence N. to shore.

*San Diego Harbor.*—From Point Loma Light S.  $\frac{7}{8}$  E. to San Diego Bay Outside Bar Whistling Buoy, thence NNE.  $\frac{7}{8}$  E. to tower of Coronado Hotel.

*Kittery Harbor, Maine, and Portsmouth Harbor, New Hampshire.*—From Kitts Rocks Bell Buoy NNE.  $\frac{3}{4}$  E. through Horn Island to the Maine shore, and from Kitts Rocks Bell Buoy NW. by W.  $\frac{5}{8}$  W. through Frosts Point Ledge Buoy to Frosts Point, N. H.

*Newburyport, Ipswich, and Annisquam Harbors, Massachusetts.*—From Salisbury Beach Range Rear Light a line SE.  $\frac{1}{4}$  S. to Newburyport Bar Whistling Buoy, thence a line S. by E.  $\frac{3}{8}$  E. (toward Annisquam Light) to a point of intersection with a line drawn from Ipswich Light E.  $\frac{1}{16}$  S. to Halibut Point, thence, from the point of intersection, along the latter line E.  $\frac{1}{16}$  to Halibut Point.

*Columbia River Entrance.*—From Cape Disappointment Light SE.  $\frac{7}{8}$  E. to Point Adams Light.

Department Circular No. 95 is appended.

S. WIKE, Acting Secretary.

INLAND WATERS OF NEW YORK HARBOR, CHESAPEAKE BAY, GALVESTON HARBOR, BOSTON HARBOR, AND SAN FRANCISCO HARBOR WHERE THE INLAND RULES OF THE ROAD ARE TO BE FOLLOWED.

TREASURY DEPARTMENT,  
Washington, D. C., May 10, 1895.

To Collectors of Customs and others:

Pursuant to section 2 of the act approved February 19, 1895, the following lines dividing the high seas from rivers, harbors, and inland waters are hereby designated and defined:

*New York Harbor.*—From Navesink (southerly) Light-House NE.  $\frac{5}{8}$  E., easterly, to Scotland Light Vessel, thence NNE.  $\frac{1}{2}$  E. through Gedney Channel Whistling Buoy (proposed position) to Rockaway Point Life-Saving Station.

*Baltimore Harbor and Chesapeake Bay.*—From Cape Henry Light-House NE. by E.  $\frac{3}{4}$  E., easterly, to Outer Entrance Whistling Buoy, thence N. by E.  $\frac{3}{8}$  E. to Cape Charles Light-House.



*Galveston Harbor.*—From Galveston Bar Whistling Bouy N. by W.  $\frac{3}{4}$  W. through the beacon marking the outer extremity of the N. jetty, and SW. by W.  $\frac{1}{2}$  W., westerly, through North Breaker Beacon.

*Boston Harbor.*—From Point Allerton NNE.  $\frac{1}{4}$  E., easterly, through Point Allerton Beacon to Northeast Grave Whistling Buoy, thence NNE.  $\frac{1}{4}$  E. to Outer Breaker (Great Pig Rocks) Bell Buoy, thence NE. by E.  $\frac{3}{8}$  E. to Halfway Rock Beacon, thence NE. by E.  $\frac{1}{4}$  E. to Eastern Point Light-House.

*San Francisco Harbor.*—From Point Bonita Light-House SE.  $\frac{1}{8}$  S. to Point Lobos.  
J. G. CARLISLE, *Secretary*.

#### APPENDIX M.

### THE WORLD'S TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION.

The following tables give the latest information available as to the tonnage of the merchant marine of the world.

Table 1 is a compilation from the annual report of the British Board of Trade, dated June 17, 1895. The figures are based on the official figures of the various governments. It shows the tonnage of principal nations and tonnage added annually for a term of years.

Tables 2 and 3 are from the annual volumes of the two great classification societies, Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any government. Neither society takes cognizance in its statistics of steam vessels of less than 100 tons. Gross and net tonnage are stated by both, and comparison of Table 1 with Table 2 or 3 will indicate where net tonnage is employed in Table 1. Both societies consider only net tonnage in the case of sailing vessels, Lloyd's taking cognizance of those over 100 net tons, the Bureau Veritas of those over 50 tons. The gross tonnage of sailing vessels generally is only about 5 per cent greater than their net tonnage. The promptitude of these large private companies brings their figures down to a much more recent date than Government reports. The current volume of the *Répertoire Général* is dated September, 1895, the current volume of Lloyd's Register, July 1, 1895.

Table 4 is compiled from Lloyd's Register for the past five years and shows the motive power and chief materials of construction of the world's merchant navies as recorded by Lloyd's. The increase of gross tonnage with the decrease in number of vessels gives a rough measure of the increasing size of vessels, due largely to the increasing use of steel. The steady increase in number of steam vessels and marked increase in their tonnage, with a decrease in both number and tonnage of sailing vessels, will be noted. The wooden steam tonnage is virtually stationary; wooden sailing tonnage shows a decrease from 6,693,738 net tons in 1890 to 5,173,766 tons in 1895. Iron construction, both for steam and sail, shows a steady decrease, while steel sailing vessels are now three times in excess of those of 1890, and steam tonnage of steel has increased from about 4,000,000 tons in 1890 to over 9,000,000 tons in 1895. Like figures for Great Britain, the British colonies, France, and Germany have been compiled from Lloyd's.

Table 5 gives the total tonnage tables of the Bureau Veritas for a period of years, with a table of potential tonnage, obtained by the Bureau of Navigation by multiplying the steam net tonnage by 4 and adding to it the sailing tonnage, the ratio of 4 to 1 being the present measure of the efficiency of steam tonnage compared with sail tonnage. In an estimate of the carrying power of the world's ocean tonnage it is necessary to take cognizance of the factor of efficiency. The carrying power of the world's merchant marine may thus be said to have increased, as from 398 units of carrying power in 1886 to 495 units in 1894. The figures of both Lloyd's and the Bureau Veritas as to American tonnage are inadequate statements, taking slight or no cognizance of our Great Lake fleets.

Table 6 shows the vessels of over 100 tons built during each of the past five years, according to returns received by Lloyd's.

Table 7 contains the essential parts of Lloyd's annual summary of shipbuilding returns for the calendar year 1894.

Table 8 gives Lloyd's report of the world's construction in progress at the close of our fiscal year, June 30, 1895.

Table 9 gives Lloyd's report of vessels lost or broken up during 1894 with the causes of loss.



## 1. THE WORLD'S MERCHANT MARINE.

*Statement of the world's tonnage (from return on progress of British shipping for 1895), based on official returns.*

[There is no uniformity in these returns, some nations resting statistics on gross, some on net tonnage. The minimum tonnage recognized by the laws of each nation is stated.]

|                     | 1850.        | 1860.        | 1870.        | 1880.        | 1890.        | 1892.        | 1893.        |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                     | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| Russia:             |              |              |              |              |              |              |              |
| Sail .....          |              |              |              | 378,894      |              |              |              |
| Steam .....         |              |              |              | 88,990       |              |              |              |
| Total .....         |              |              |              | 467,884      |              |              |              |
| 25 tons and upward. |              |              |              |              |              |              |              |
| Finland:            |              |              |              |              |              |              |              |
| Sail .....          |              |              |              | 261,810      |              | 231,806      | 232,889      |
| Steam .....         |              |              |              | 10,498       |              | 26,048       | 27,616       |
| Total .....         |              |              |              | 272,308      |              | 257,854      | 260,505      |
| Norway:             |              |              |              |              |              |              |              |
| Sail .....          |              |              | 1,008,800    | 1,460,596    | 1,502,584    | 1,493,503    | 1,452,276    |
| Steam .....         |              |              | 13,715       | 58,062       | 203,115      | 251,490      | 237,135      |
| Total .....         | 298,315      | 558,927      | 1,022,515    | 1,518,658    | 1,705,699    | 1,744,993    | 1,689,411    |
| 4 tons and upward.  |              |              |              |              |              |              |              |
| Sweden:             |              |              |              |              |              |              |              |
| Sail .....          |              |              |              | 461,593      | 369,680      | 476,903      | 369,359      |
| Steam .....         |              |              |              | 81,049       | 141,267      | 171,808      | 177,156      |
| Total .....         |              |              | 346,862      | 542,642      | 510,947      | 548,711      | 546,515      |
| 6 tons and upward.  |              |              |              |              |              |              |              |
| Denmark:            |              |              |              |              |              |              |              |
| Sail .....          |              |              | 168,193      | 197,509      | 189,406      | 199,799      | 201,702      |
| Steam .....         |              |              | 10,453       | 51,957       | 112,788      | 119,038      | 129,209      |
| Total .....         |              |              | 178,646      | 249,466      | 302,194      | 318,837      | 330,911      |
| 4 tons and upward.  |              |              |              |              |              |              |              |
| Germany:            |              |              |              |              |              |              |              |
| Sail .....          |              |              | 900,361      | 965,767      | 709,761      | 725,182      | 698,356      |
| Steam .....         |              |              | 81,994       | 215,758      | 723,652      | 786,397      | 823,702      |
| Total .....         |              |              | 982,355      | 1,181,525    | 1,433,413    | 1,511,579    | 1,522,058    |
| 17.65 net tons.     |              |              |              |              |              |              |              |
| Holland:            |              |              |              |              |              |              |              |
| Sail .....          | 289,870      | 423,790      | 370,159      | 263,887      | 127,200      | 123,394      | 118,424      |
| Steam .....         | 2,706        | 10,132       | 19,455       | 64,394       | 128,511      | 169,369      | 176,359      |
| Total .....         | 292,576      | 433,922      | 389,614      | 328,281      | 255,711      | 292,763      | 294,783      |
| 40 tons and upward. |              |              |              |              |              |              |              |
| Belgium:            |              |              |              |              |              |              |              |
| Sail .....          | 33,315       | 28,857       | 20,648       | 10,442       | 4,393        | 1,039        | 1,039        |
| Steam .....         | 1,604        | 4,254        | 9,501        | 65,224       | 71,553       | 69,356       | 74,499       |
| Total .....         | 34,919       | 33,111       | 30,149       | 75,666       | 75,946       | 70,395       | 75,538       |
| 60 tons and upward. |              |              |              |              |              |              |              |
| France:             |              |              |              |              |              |              |              |
| Sail .....          | 674,228      | 928,099      | 917,633      | 641,539      | 444,092      | 407,044      | 396,582      |
| Steam .....         | 13,925       | 68,025       | 154,415      | 277,759      | 499,921      | 498,562      | 498,841      |
| Total .....         | 688,153      | 996,124      | 1,072,048    | 919,298      | 944,013      | 905,606      | 895,423      |
| 2 tons and upward.  |              |              |              |              |              |              |              |
| Spain:              |              |              |              |              |              |              |              |
| Sail .....          |              |              |              | 326,438      | 197,598      |              |              |
| Steam .....         |              |              |              | 233,695      | 417,323      |              |              |
| Total .....         |              |              |              | 560,133      | 614,921      |              |              |



*Statement of the world's tonnage (from return on progress of British shipping for 1895), based on official returns—Continued.*

|                            | 1850.        | 1860.        | 1870.        | 1880.        | 1890.        | 1892.        | 1893.        |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>50 tons and upward.</i> |              |              |              |              |              |              |              |
| Italy:                     | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| Sail .....                 |              |              | 980,064      | 922,146      | 634,149      | 609,821      | 588,268      |
| Steam .....                |              |              | 32,100       | 77,050       | 186,567      | 201,443      | 208,193      |
| Total .....                |              |              | 1,012,164    | 999,196      | 820,716      | 811,264      | 796,461      |
| Austria-Hungary:           |              |              |              |              |              |              |              |
| Sail .....                 |              |              | 279,400      | 228,228      | 109,980      | 94,332       | 83,953       |
| Steam .....                |              |              | 49,977       | 62,743       | 94,234       | 102,315      | 125,173      |
| Total <sup>1</sup> .....   |              |              | 329,377      | 290,971      | 204,214      | 196,647      | 209,126      |
| Greece:                    |              |              |              |              |              |              |              |
| Sail .....                 |              |              | 398,703      |              | 226,702      | 234,484      | 230,696      |
| Steam .....                |              |              | 5,360        |              | 44,684       | 77,066       | 83,766       |
| Total .....                |              | 263,075      | 404,063      |              | 271,386      | 311,550      | 314,462      |
| China:                     |              |              |              |              |              |              |              |
| Sail .....                 |              |              |              |              | 11,801       |              | 11,274       |
| Steam .....                |              |              |              | 21,694       | 29,766       | 30,353       | 31,174       |
| Total .....                |              |              |              | 21,694       | 41,567       | 42,241       | 42,448       |
| Japan:                     |              |              |              |              |              |              |              |
| Sail .....                 |              |              |              | 48,094       |              |              | 44,967       |
| Steam .....                |              |              |              | 41,215       | 93,812       | 102,301      | 110,205      |
| Total .....                |              |              |              | 89,309       | 145,692      | 148,332      | 155,172      |
| United Kingdom:            |              |              |              |              |              |              |              |
| Sail .....                 | 3,396,639    | 4,204,360    | 4,577,855    | 3,851,045    | 2,936,021    | 3,080,272    | 3,038,260    |
| Steam .....                | 168,474      | 454,327      | 1,112,934    | 2,723,468    | 5,042,517    | 5,564,482    | 5,740,243    |
| Total .....                | 3,565,113    | 4,658,687    | 5,690,789    | 6,574,513    | 7,978,538    | 8,644,754    | 8,778,503    |

<sup>1</sup> Excluding small coasting vessels and fishing boats.

*Statement of tonnage added annually to merchant navies (from return on progress of British shipping for 1895).*

|                      | 1850.        | 1860.        | 1870.        | 1880.        | 1890.        | 1892.        | 1893.        |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                      | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| United States .....  | 272,218      | 214,798      | 276,953      | 157,410      | 294,123      | 199,633      | 211,639      |
| United Kingdom ..... | 133,695      | 301,535      | 391,831      | 411,736      | 657,046      | 714,791      | 532,768      |
| Norway .....         | 11,115       | 20,884       | 69,415       | 71,427       | 165,379      | 94,083       | 109,976      |
| Sweden .....         |              |              | 25,434       | 13,152       | 18,689       | 33,177       | 17,285       |
| Denmark .....        |              |              |              | 12,273       | 26,855       | 19,559       | 25,499       |
| Germany .....        |              |              |              | 80,827       | 194,742      | 110,029      | 90,865       |
| Holland .....        | 18,572       | 11,866       | 19,406       | 14,690       | 32,564       | 15,248       | 17,942       |
| France .....         | 44,032       | 43,823       | 63,372       | 46,830       | 74,534       | 32,988       | 39,412       |
| Italy .....          |              |              | 106,162      | 31,863       | 40,449       | 29,654       | 26,749       |



## 2. THE WORLD'S MERCHANT MARINE.

The following table shows the number and gross and net tonnage of steamers of over 100 net tons, and number and net tonnage of sailing vessels of over 50 net tons, as given in the Répertoire Général of the Bureau Veritas, for 1895-96:

| Flag.                 | Steamers of 100 tons net and upward. |             |            | Sailing vessels of 50 tons net and upward. |           | Total. |            |
|-----------------------|--------------------------------------|-------------|------------|--------------------------------------------|-----------|--------|------------|
|                       | No.                                  | Gross tons. | Net tons.  | No.                                        | Net tons. | No.    | Tons.      |
| British .....         | 5,771                                | 9,984,280   | 6,231,319  | 8,793                                      | 3,333,607 | 14,564 | 13,317,887 |
| German .....          | 826                                  | 1,306,771   | 936,476    | 1,105                                      | 597,862   | 1,931  | 1,904,633  |
| French .....          | 501                                  | 864,598     | 461,397    | 1,459                                      | 255,095   | 1,960  | 1,119,693  |
| American .....        | 447                                  | 703,399     | 485,892    | 3,824                                      | 1,362,317 | 4,271  | 2,065,716  |
| Spanish .....         | 355                                  | 488,955     | 305,719    | 1,017                                      | 163,165   | 1,372  | 652,120    |
| Norwegian .....       | 530                                  | 455,317     | 286,343    | 2,959                                      | 1,240,159 | 3,489  | 1,695,476  |
| Dutch .....           | 208                                  | 336,593     | 226,867    | 657                                        | 158,734   | 865    | 495,327    |
| Italian .....         | 207                                  | 318,750     | 203,435    | 1,777                                      | 500,731   | 1,984  | 819,481    |
| Japanese .....        | 242                                  | 274,659     | 172,977    | 255                                        | 37,655    | 497    | 312,314    |
| Russian .....         | 297                                  | 234,982     | 151,327    | 1,764                                      | 359,693   | 2,061  | 594,675    |
| Swedish .....         | 436                                  | 229,678     | 170,217    | 1,516                                      | 308,043   | 1,952  | 537,721    |
| Danish .....          | 250                                  | 226,695     | 148,666    | 820                                        | 156,646   | 1,070  | 383,341    |
| Austrian .....        | 140                                  | 223,207     | 136,750    | 321                                        | 69,433    | 461    | 292,640    |
| Greek .....           | 102                                  | 134,128     | 83,555     | 1,160                                      | 249,638   | 1,262  | 383,766    |
| Brazilian .....       | 190                                  | 126,645     | 79,721     | 303                                        | 71,236    | 493    | 197,881    |
| Belgian .....         | 66                                   | 125,146     | 86,140     | 11                                         | 2,172     | 77     | 127,318    |
| Turkish .....         | 75                                   | 68,391      | 41,693     | 1,004                                      | 202,414   | 1,079  | 270,805    |
| Portuguese .....      | 37                                   | 62,595      | 40,624     | 215                                        | 46,437    | 252    | 109,032    |
| Chilean .....         | 36                                   | 43,798      | 28,914     | 141                                        | 74,339    | 177    | 118,137    |
| Argentina .....       | 54                                   | 33,971      | 20,461     | 140                                        | 35,674    | 194    | 69,645     |
| Egyptian .....        | 20                                   | 21,910      | 14,611     | .....                                      | .....     | 20     | 21,910     |
| Chinese .....         | 13                                   | 16,651      | 10,805     | 5                                          | 684       | 18     | 17,335     |
| Hawaiian .....        | 17                                   | 13,118      | 9,247      | 22                                         | 13,544    | 39     | 26,662     |
| Uruguayan .....       | 18                                   | 8,105       | 4,694      | 51                                         | 12,936    | 69     | 21,041     |
| Peruvian .....        | 5                                    | 5,539       | 3,703      | 46                                         | 20,229    | 51     | 25,768     |
| Mexican .....         | 11                                   | 4,183       | 2,399      | 50                                         | 9,259     | 61     | 13,442     |
| Venezuelan .....      | 7                                    | 3,983       | 2,367      | 16                                         | 2,563     | 23     | 6,546      |
| Nicaraguan .....      | 3                                    | 2,483       | 1,552      | 19                                         | 8,507     | 22     | 10,990     |
| Zanzibar .....        | 3                                    | 2,860       | 1,879      | 1                                          | 697       | 4      | 3,557      |
| Sarawak .....         | 3                                    | 2,184       | 1,364      | .....                                      | .....     | 3      | 2,184      |
| Bulgarian .....       | 2                                    | 1,977       | 1,295      | .....                                      | .....     | 2      | 1,977      |
| Roumanian .....       | 3                                    | 1,729       | 879        | 21                                         | 3,702     | 24     | 5,431      |
| Haitian .....         | 4                                    | 1,488       | 737        | 16                                         | 2,690     | 20     | 4,178      |
| Korean .....          | 2                                    | 1,245       | 847        | .....                                      | .....     | 2      | 1,245      |
| Persian .....         | 1                                    | 838         | 579        | .....                                      | .....     | 1      | 838        |
| Montenegrin .....     | .....                                | .....       | .....      | 13                                         | 2,757     | 13     | 2,757      |
| Siamese .....         | 2                                    | 621         | 365        | 12                                         | 4,453     | 14     | 5,074      |
| Costa Rican .....     | 2                                    | 528         | 338        | 2                                          | 541       | 4      | 1,069      |
| Santo Domingo .....   | 2                                    | 489         | 239        | 6                                          | 1,107     | 8      | 1,596      |
| Arabian .....         | .....                                | .....       | .....      | 4                                          | 3,286     | 4      | 3,286      |
| Borneo .....          | 1                                    | 365         | 235        | .....                                      | .....     | 1      | 365        |
| Paraguay .....        | 1                                    | 282         | 232        | .....                                      | .....     | 1      | 282        |
| Servian .....         | 1                                    | 264         | 112        | .....                                      | .....     | 1      | 264        |
| Colombian .....       | 1                                    | 241         | 138        | 4                                          | 1,024     | 5      | 1,265      |
| Guatemalan .....      | .....                                | .....       | .....      | 15                                         | 4,468     | 15     | 4,468      |
| Liberian .....        | .....                                | .....       | .....      | 2                                          | 318       | 2      | 318        |
| Tunisian .....        | .....                                | .....       | .....      | 2                                          | 111       | 2      | 111        |
| Bolivian .....        | .....                                | .....       | .....      | 3                                          | 2,301     | 3      | 2,301      |
| Ecuadorean .....      | .....                                | .....       | .....      | 2                                          | 643       | 2      | 643        |
| San Salvadorean ..... | .....                                | .....       | .....      | 3                                          | 611       | 3      | 611        |
| Unknown .....         | 4                                    | 4,872       | 3,090      | 14                                         | 2,514     | 18     | 7,386      |
| Total .....           | 10,896                               | 16,338,513  | 10,360,200 | 29,570                                     | 9,323,995 | 40,466 | 25,662,508 |



## 3. THE WORLD'S MERCHANT MARINE.

*Statement of number and net and gross tonnage of steam and sailing vessels of over 100 tons of the several countries of the world as recorded in Lloyd's Register for 1895-96.*

| Flag.                                                                       | Steam. |            |             | Sail.  |           | Total. |            |
|-----------------------------------------------------------------------------|--------|------------|-------------|--------|-----------|--------|------------|
|                                                                             | No.    | Net tons.  | Gross tons. | No.    | Net tons. | No.    | Tons.      |
| British:                                                                    |        |            |             |        |           |        |            |
| United Kingdom.....                                                         | 6,446  | 5,993,666  | 9,695,976   | 2,781  | 2,421,981 | 9,227  | 12,117,957 |
| Colonies.....                                                               | 874    | 329,845    | 542,025     | 1,435  | 582,657   | 2,309  | 1,124,682  |
| Total.....                                                                  | 7,320  | 6,323,511  | 10,238,001  | 4,216  | 3,004,638 | 11,536 | 13,242,639 |
| American (United States)...                                                 | 626    | 660,784    | 920,672     | 2,594  | 1,244,081 | 3,220  | 2,164,753  |
| Argentine.....                                                              | 79     | 21,431     | 34,795      | 100    | 27,483    | 179    | 62,278     |
| Austro-Hungarian.....                                                       | 162    | 144,633    | 234,685     | 147    | 70,285    | 309    | 304,970    |
| Belgian.....                                                                | 89     | 86,223     | 129,014     | 4      | 1,538     | 93     | 130,552    |
| Bolivian.....                                                               |        |            |             | 1      | 921       | 1      | 921        |
| Brazilian.....                                                              | 175    | 74,081     | 115,526     | 125    | 33,243    | 300    | 148,769    |
| Chilean.....                                                                | 39     | 29,165     | 44,392      | 98     | 58,693    | 137    | 103,085    |
| Chinese.....                                                                | 15     | 11,349     | 19,037      | 1      | 135       | 16     | 19,172     |
| Colombian.....                                                              | 1      | 138        | 241         | 5      | 2,179     | 6      | 2,420      |
| Danish.....                                                                 | 264    | 136,063    | 222,477     | 548    | 134,237   | 812    | 356,714    |
| Dutch.....                                                                  | 209    | 214,352    | 315,196     | 249    | 131,665   | 458    | 446,861    |
| Egyptian.....                                                               | 14     | 8,862      | 14,499      | 15     | 3,345     | 29     | 17,844     |
| French.....                                                                 | 571    | 467,553    | 903,105     | 593    | 191,647   | 1,164  | 1,094,752  |
| German.....                                                                 | 953    | 910,567    | 1,343,357   | 777    | 543,455   | 1,730  | 1,886,812  |
| Greek.....                                                                  | 128    | 89,305     | 139,891     | 750    | 206,888   | 878    | 346,779    |
| Hawaiian.....                                                               | 18     | 8,543      | 12,789      | 10     | 11,042    | 28     | 23,831     |
| Haitian.....                                                                | 6      | 1,012      | 1,941       | 1      | 142       | 7      | 2,083      |
| Italian.....                                                                | 228    | 209,472    | 339,088     | 1,011  | 439,853   | 1,239  | 778,941    |
| Japanese.....                                                               | 339    | 174,280    | 279,668     | 80     | 21,433    | 419    | 301,101    |
| Mexican.....                                                                | 16     | 2,856      | 4,767       | 16     | 3,497     | 32     | 8,264      |
| Montenegrin.....                                                            | 1      | 1,090      | 1,857       | 24     | 4,889     | 25     | 6,746      |
| Norwegian.....                                                              | 586    | 285,349    | 446,384     | 2,455  | 1,212,628 | 3,041  | 1,659,012  |
| Persian.....                                                                | 2      | 686        | 971         | 1      | 608       | 3      | 1,579      |
| Peruvian.....                                                               | 4      | 3,443      | 5,214       | 37     | 9,734     | 41     | 14,948     |
| Portuguese.....                                                             | 46     | 38,604     | 62,892      | 130    | 40,728    | 176    | 103,620    |
| Roumanian.....                                                              | 10     | 581        | 1,504       | 2      | 407       | 12     | 1,911      |
| Russian.....                                                                | 259    | 142,055    | 240,888     | 827    | 246,793   | 1,086  | 487,681    |
| Sarawak.....                                                                | 3      | 650        | 1,084       | 1      | 347       | 4      | 1,431      |
| Siamese.....                                                                | 2      | 1,340      | 2,432       | 1      | 658       | 3      | 3,090      |
| Spanish.....                                                                | 402    | 296,121    | 459,945     | 346    | 94,293    | 748    | 554,238    |
| Swedish.....                                                                | 536    | 155,298    | 233,545     | 896    | 264,332   | 1,432  | 497,877    |
| Turkish.....                                                                | 100    | 48,210     | 76,796      | 1,008  | 201,414   | 1,108  | 278,210    |
| Uruguayan.....                                                              | 24     | 10,566     | 17,056      | 17     | 3,132     | 41     | 20,188     |
| Venezuelan.....                                                             | 9      | 1,365      | 2,599       | 7      | 996       | 16     | 3,595      |
| Zanzibar.....                                                               | 4      | 2,776      | 4,650       |        |           | 4      | 4,650      |
| Other countries: Arabia,<br>Salvador, Oman, Ecua-<br>dor, Liberia, etc..... | 16     | 11,328     | 17,013      | 19     | 8,302     | 35     | 25,315     |
| Total.....                                                                  | 13,256 | 10,573,642 | 16,887,971  | 17,112 | 8,219,661 | 30,368 | 25,107,632 |

## 4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's, 100 tons or over.]

## THE WORLD.

| Year.     | Total vessels. |            | Steam. |             |            | Sail.  |           |
|-----------|----------------|------------|--------|-------------|------------|--------|-----------|
|           | No.            | Tons.      | No.    | Gross tons. | Net tons.  | No.    | Net tons. |
| 1890..... | 32,298         | 22,151,651 | 11,108 | 12,985,372  | 8,295,514  | 21,190 | 9,166,279 |
| 1891..... | 32,326         | 22,939,958 | 11,705 | 13,816,509  | 8,804,739  | 20,621 | 9,123,449 |
| 1892..... | 32,066         | 23,694,508 | 12,193 | 14,562,003  | 9,220,974  | 19,873 | 9,132,505 |
| 1893..... | 32,010         | 24,258,375 | 12,558 | 15,264,418  | 9,622,610  | 19,452 | 8,993,957 |
| 1894..... | 30,721         | 24,569,496 | 12,907 | 16,066,202  | 10,111,769 | 17,814 | 8,503,294 |
| 1895..... | 30,368         | 25,107,632 | 13,256 | 16,887,971  | 10,573,642 | 17,112 | 8,219,661 |



4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S  
MERCHANT MARINE—Continued.

## THE WORLD—continued.

| Year.  | Power.       | Wood.   |             | Iron.  |              | Steel. |              |
|--------|--------------|---------|-------------|--------|--------------|--------|--------------|
|        |              | No.     | Tons.       | No.    | Tons.        | No.    | Tons.        |
| 1890.. | {Steam ..... | 902     | 360, 147    | 7, 719 | 8, 495, 920  | 2, 343 | 4, 086, 555  |
|        | {Sail .....  | 18, 924 | 6, 693, 738 | 1, 879 | 2, 021, 593  | 248    | 348, 653     |
|        |              | 19, 826 | 7, 053, 885 | 9, 598 | 10, 517, 513 | 2, 591 | 4, 435, 208  |
| 1891.. | {Steam ..... | 1, 006  | 375, 207    | 7, 606 | 8, 252, 841  | 2, 941 | 5, 145, 558  |
|        | {Sail .....  | 18, 312 | 6, 547, 987 | 1, 824 | 1, 963, 109  | 349    | 512, 865     |
|        |              | 19, 318 | 6, 923, 194 | 9, 430 | 10, 215, 950 | 3, 290 | 5, 658, 423  |
| 1892.. | {Steam ..... | 998     | 363, 315    | 7, 531 | 8, 058, 848  | 3, 516 | 6, 098, 411  |
|        | {Sail .....  | 17, 343 | 6, 199, 753 | 1, 807 | 1, 924, 915  | 598    | 916, 683     |
|        |              | 18, 341 | 6, 563, 068 | 9, 338 | 9, 983, 763  | 4, 114 | 7, 015, 094  |
| 1893.. | {Steam ..... | 1, 014  | 364, 961    | 7, 439 | 7, 914, 687  | 3, 943 | 6, 938, 215  |
|        | {Sail .....  | 16, 887 | 5, 998, 919 | 1, 762 | 1, 879, 185  | 681    | 1, 028, 118  |
|        |              | 17, 901 | 6, 363, 880 | 9, 201 | 9, 793, 872  | 4, 624 | 7, 966, 333  |
| 1894.. | {Steam ..... | 1, 003  | 360, 419    | 7, 238 | 7, 661, 124  | 4, 502 | 7, 986, 235  |
|        | {Sail .....  | 15, 237 | 5, 462, 438 | 1, 703 | 1, 814, 267  | 759    | 1, 142, 750  |
|        |              | 16, 240 | 5, 822, 857 | 8, 941 | 9, 475, 391  | 5, 261 | 9, 128, 985  |
| 1895.. | {Steam ..... | 1, 007  | 360, 911    | 7, 099 | 7, 432, 890  | 4, 994 | 9, 038, 000  |
|        | {Sail .....  | 14, 526 | 5, 173, 766 | 1, 671 | 1, 778, 671  | 801    | 1, 185, 101  |
|        |              | 15, 533 | 5, 534, 677 | 8, 770 | 9, 211, 561  | 5, 795 | 10, 223, 101 |

## UNITED KINGDOM.

| Year.     | Total vessels. |              | Steam. |             | Sail.  |             |
|-----------|----------------|--------------|--------|-------------|--------|-------------|
|           | No.            | Tons.        | No.    | Gross tons. | No.    | Net tons.   |
| 1890..... | 9, 167         | 10, 241, 856 | 5, 574 | 7, 774, 644 | 3, 593 | 2, 467, 212 |
| 1891..... | 9, 098         | 10, 585, 747 | 5, 756 | 8, 167, 762 | 3, 342 | 2, 417, 985 |
| 1892..... | 9, 260         | 11, 157, 662 | 6, 035 | 8, 601, 679 | 3, 225 | 2, 555, 983 |
| 1893..... | 9, 333         | 11, 563, 997 | 6, 227 | 9, 028, 258 | 3, 106 | 2, 535, 739 |
| 1894..... | 9, 261         | 11, 807, 010 | 6, 322 | 9, 307, 783 | 2, 939 | 2, 499, 227 |
| 1895..... | 9, 227         | 12, 117, 957 | 6, 446 | 9, 695, 976 | 2, 781 | 2, 421, 981 |

| Year.  | Power.       | Wood.  |          | Iron.  |             | Steel. |             |
|--------|--------------|--------|----------|--------|-------------|--------|-------------|
|        |              | No.    | Tons.    | No.    | Tons.       | No.    | Tons.       |
| 1890.. | {Steam ..... | 117    | 18, 346  | 4, 042 | 4, 996, 300 | 1, 411 | 2, 758, 214 |
|        | {Sail .....  | 1, 877 | 471, 441 | 1, 439 | 1, 658, 672 | 202    | 283, 065    |
|        |              | 1, 994 | 489, 787 | 5, 481 | 6, 654, 972 | 1, 613 | 3, 041, 279 |
| 1891.. | {Steam ..... | 118    | 18, 423  | 3, 940 | 4, 762, 751 | 1, 693 | 3, 384, 603 |
|        | {Sail .....  | 1, 647 | 397, 735 | 1, 371 | 1, 589, 987 | 259    | 383, 953    |
|        |              | 1, 765 | 416, 158 | 5, 311 | 6, 352, 738 | 1, 952 | 3, 768, 556 |
| 1892.. | {Steam ..... | 120    | 20, 411  | 3, 905 | 4, 577, 398 | 2, 005 | 4, 001, 757 |
|        | {Sail .....  | 1, 448 | 329, 666 | 1, 322 | 1, 522, 376 | 405    | 670, 431    |
|        |              | 1, 568 | 350, 077 | 5, 227 | 6, 099, 774 | 2, 410 | 4, 672, 188 |
| 1893.. | {Steam ..... | 118    | 19, 547  | 3, 844 | 4, 434, 328 | 2, 258 | 4, 571, 329 |
|        | {Sail .....  | 1, 343 | 299, 932 | 1, 271 | 1, 469, 687 | 447    | 736, 248    |
|        |              | 1, 461 | 319, 479 | 5, 115 | 5, 904, 015 | 2, 705 | 5, 307, 577 |
| 1894.. | {Steam ..... | 114    | 18, 772  | 3, 679 | 4, 140, 245 | 2, 523 | 5, 146, 598 |
|        | {Sail .....  | 1, 214 | 262, 652 | 1, 204 | 1, 390, 071 | 486    | 823, 142    |
|        |              | 1, 328 | 281, 424 | 4, 883 | 5, 530, 316 | 3, 009 | 5, 969, 790 |
| 1895.. | {Steam ..... | 116    | 18, 521  | 3, 532 | 3, 883, 211 | 2, 793 | 5, 792, 836 |
|        | {Sail .....  | 1, 105 | 233, 703 | 1, 145 | 1, 332, 056 | 500    | 836, 395    |
|        |              | 1, 221 | 252, 224 | 4, 677 | 5, 215, 267 | 3, 293 | 6, 629, 231 |



4 MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S  
MERCHANT MARINE—Continued.

## BRITISH COLONIES.

| Year. |  | Total vessels. |           | Steam. |             | Sail. |           |
|-------|--|----------------|-----------|--------|-------------|-------|-----------|
|       |  | No.            | Tons.     | No.    | Gross tons. | No.   | Net tons. |
| 1890  |  | 2,904          | 1,355,250 | 829    | 461,210     | 2,075 | 894,040   |
| 1891  |  | 2,808          | 1,342,877 | 839    | 485,781     | 1,969 | 857,096   |
| 1892  |  | 2,705          | 1,298,025 | 846    | 515,204     | 1,859 | 782,821   |
| 1893  |  | 2,526          | 1,224,285 | 848    | 516,136     | 1,678 | 798,149   |
| 1894  |  | 2,399          | 1,162,941 | 863    | 530,570     | 1,536 | 632,371   |
| 1895  |  | 2,309          | 1,124,286 | 874    | 542,025     | 1,435 | 582,657   |

| Year. | Power. | Wood. |         | Iron. |         | Steel. |         |
|-------|--------|-------|---------|-------|---------|--------|---------|
|       |        | No.   | Tons.   | No.   | Tons.   | No.    | Tons.   |
| 1890  | {Steam | 276   | 85,914  | 408   | 234,009 | 132    | 136,672 |
|       | {Sail  | 1,995 | 837,551 | 65    | 46,309  | 2      | 1,570   |
|       |        | 2,271 | 923,465 | 473   | 280,318 | 134    | 138,242 |
| 1891  | {Steam | 283   | 87,475  | 396   | 236,603 | 148    | 157,496 |
|       | {Sail  | 1,890 | 800,586 | 64    | 46,258  | 2      | 1,570   |
|       |        | 2,173 | 888,061 | 460   | 282,861 | 150    | 159,066 |
| 1892  | {Steam | 280   | 90,090  | 372   | 221,422 | 184    | 200,465 |
|       | {Sail  | 1,777 | 732,431 | 60    | 31,279  | 6      | 8,009   |
|       |        | 2,057 | 822,521 | 432   | 252,711 | 190    | 208,474 |
| 1893  | {Steam | 283   | 91,017  | 357   | 215,475 | 196    | 206,401 |
|       | {Sail  | 1,591 | 653,069 | 60    | 31,734  | 9      | 11,408  |
|       |        | 1,874 | 744,086 | 417   | 247,209 | 205    | 217,809 |
| 1894  | {Steam | 286   | 91,285  | 347   | 217,212 | 215    | 217,374 |
|       | {Sail  | 1,451 | 579,771 | 60    | 31,948  | 7      | 9,910   |
|       |        | 1,737 | 671,056 | 407   | 249,160 | 222    | 227,284 |
| 1895  | {Steam | 278   | 88,414  | 351   | 216,351 | 229    | 231,756 |
|       | {Sail  | 1,353 | 531,545 | 58    | 30,808  | 7      | 9,910   |
|       |        | 1,631 | 619,959 | 409   | 247,159 | 236    | 241,666 |

## FRANCE.

| Year. |  | Total vessels. |           | Steam. |             | Sail. |           |
|-------|--|----------------|-----------|--------|-------------|-------|-----------|
|       |  | No.            | Tons.     | No.    | Gross tons. | No.   | Net tons. |
| 1890  |  | 1,380          | 1,045,102 | 526    | 809,598     | 854   | 235,504   |
| 1891  |  | 1,345          | 1,082,674 | 542    | 848,522     | 803   | 234,152   |
| 1892  |  | 1,210          | 1,057,708 | 532    | 853,799     | 678   | 203,909   |
| 1893  |  | 1,174          | 1,052,022 | 537    | 855,798     | 637   | 196,224   |
| 1894  |  | 1,178          | 1,089,540 | 555    | 891,720     | 623   | 197,820   |
| 1895  |  | 1,164          | 1,094,752 | 571    | 903,105     | 593   | 191,647   |



4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S  
MERCHANT MARINE—Continued.

## FRANCE—continued.

| Year.  | Power.       | Wood. |         | Iron. |         | Steel. |         |
|--------|--------------|-------|---------|-------|---------|--------|---------|
|        |              | No.   | Tons.   | No.   | Tons.   | No.    | Tons.   |
| 1890.. | {Steam ..... | 5     | 827     | 421   | 619,692 | 97     | 188,659 |
|        | {Sail .....  | 783   | 171,626 | 61    | 50,572  | 5      | 11,000  |
|        |              | 788   | 172,453 | 482   | 670,264 | 102    | 199,659 |
| 1891.. | {Steam ..... | 7     | 1,086   | 414   | 608,162 | 118    | 238,863 |
|        | {Sail .....  | 723   | 159,992 | 63    | 51,719  | 12     | 20,214  |
|        |              | 730   | 161,078 | 477   | 659,881 | 130    | 259,077 |
| 1892.. | {Steam ..... | 6     | 1,058   | 393   | 584,690 | 132    | 267,930 |
|        | {Sail .....  | 594   | 128,006 | 63    | 49,873  | 16     | 23,606  |
|        |              | 600   | 129,064 | 456   | 634,563 | 148    | 291,536 |
| 1893.. | {Steam ..... | 6     | 1,034   | 391   | 577,958 | 138    | 276,119 |
|        | {Sail .....  | 550   | 117,082 | 63    | 51,570  | 20     | 25,655  |
|        |              | 556   | 118,116 | 454   | 629,528 | 158    | 301,774 |
| 1894.. | {Steam ..... | 10    | 1,538   | 389   | 583,187 | 154    | 306,308 |
|        | {Sail .....  | 531   | 110,420 | 67    | 57,493  | 22     | 28,466  |
|        |              | 541   | 111,958 | 456   | 640,680 | 176    | 334,774 |
| 1895.. | {Steam ..... | 10    | 1,533   | 393   | 573,164 | 166    | 327,721 |
|        | {Sail .....  | 496   | 97,910  | 66    | 57,538  | 28     | 34,758  |
|        |              | 506   | 99,443  | 459   | 630,702 | 194    | 362,479 |

## GERMANY.

| Year. |       | Total vessels. |              | Steam.     |                    | Sail.      |                  |
|-------|-------|----------------|--------------|------------|--------------------|------------|------------------|
|       |       | <i>No.</i>     | <i>Tons.</i> | <i>No.</i> | <i>Gross tons.</i> | <i>No.</i> | <i>Net tons.</i> |
| 1890  | ..... | 1,876          | 1,569,311    | 741        | 928,911            | 1,135      | 640,400          |
| 1891  | ..... | 1,864          | 1,678,446    | 806        | 1,054,899          | 1,058      | 623,547          |
| 1892  | ..... | 1,851          | 1,703,754    | 846        | 1,088,830          | 1,005      | 614,924          |
| 1893  | ..... | 1,819          | 1,735,683    | 869        | 1,125,952          | 950        | 609,731          |
| 1894  | ..... | 1,765          | 1,784,725    | 912        | 1,214,830          | 853        | 569,895          |
| 1895  | ..... | 1,730          | 1,886,812    | 953        | 1,343,357          | 777        | 543,455          |

| Year.  | Power.       | Wood.      |              | Iron.      |              | Steel.     |              |
|--------|--------------|------------|--------------|------------|--------------|------------|--------------|
|        |              | <i>No.</i> | <i>Tons.</i> | <i>No.</i> | <i>Tons.</i> | <i>No.</i> | <i>Tons.</i> |
| 1890.. | {Steam ..... | 4          | 845          | 536        | 536,638      | 200        | 391,166      |
|        | {Sail .....  | 906        | 405,789      | 191        | 184,003      | 28         | 41,831       |
|        |              | 910        | 406,634      | 727        | 720,641      | 228        | 432,997      |
| 1891.. | {Steam ..... | 4          | 845          | 520        | 510,829      | 280        | 542,736      |
|        | {Sail .....  | 817        | 365,915      | 188        | 184,563      | 43         | 64,328       |
|        |              | 821        | 366,760      | 708        | 695,392      | 323        | 607,064      |
| 1892.. | {Steam ..... | 3          | 479          | 528        | 510,150      | 313        | 577,653      |
|        | {Sail .....  | 715        | 285,731      | 208        | 211,333      | 76         | 112,271      |
|        |              | 718        | 286,210      | 736        | 721,483      | 389        | 689,924      |
| 1893.. | {Steam ..... | 2          | 358          | 510        | 489,694      | 256        | 635,673      |
|        | {Sail .....  | 644        | 252,920      | 209        | 215,106      | 91         | 136,202      |
|        |              | 646        | 253,278      | 719        | 704,800      | 447        | 771,875      |
| 1894.. | {Steam ..... | 1          | 204          | 503        | 485,167      | 408        | 729,459      |
|        | {Sail .....  | 546        | 211,060      | 203        | 211,713      | 98         | 141,619      |
|        |              | 547        | 211,264      | 706        | 696,880      | 506        | 871,078      |
| 1895.. | {Steam ..... | 1          | 204          | 476        | 446,842      | 476        | 896,311      |
|        | {Sail .....  | 462        | 175,713      | 200        | 207,663      | 109        | 154,521      |
|        |              | 463        | 175,917      | 676        | 654,505      | 585        | 1,050,832    |



## 5. TOTAL NUMBER AND TONNAGE OF STEAM VESSELS (OVER 100 TONS) AND SAIL VESSELS (OVER 50 TONS).

[Recorded by Bureau Veritas.]

## THE WORLD.

| Year.      | Steam (over 100 tons). |             | Sail (over 50 tons). |            | Potential tonnage. |
|------------|------------------------|-------------|----------------------|------------|--------------------|
|            | No.                    | Gross tons. | No.                  | Tons.      |                    |
| 1886 ..... | 8,547                  | 10,403,958  | 42,545               | 12,571,384 | 39,840,984         |
| 1887 ..... | 8,718                  | 10,632,722  | 41,281               | 12,174,016 | 39,992,456         |
| 1888 ..... | 8,835                  | 11,045,937  | 39,667               | 11,636,289 | 40,643,277         |
| 1889 ..... | 9,256                  | 11,913,371  | 37,567               | 11,081,197 | 42,073,381         |
| 1890 ..... | 9,638                  | 12,825,709  | 33,879               | 10,540,051 | 43,687,039         |
| 1891 ..... | 10,103                 | 13,805,028  | 31,666               | 10,217,909 | 45,707,485         |
| 1892 ..... | 10,362                 | 14,380,036  | 30,711               | 10,093,749 | 47,000,401         |
| 1893 ..... | 10,629                 | 15,134,436  | 29,756               | 9,829,063  | 48,528,319         |
| 1894 ..... | 10,744                 | 15,657,124  | 29,333               | 9,547,747  | 49,526,847         |

## BRITISH.

|            |       |           |        |           |            |
|------------|-------|-----------|--------|-----------|------------|
| 1886 ..... | 4,906 | 6,543,615 | 14,584 | 4,654,214 | 21,450,790 |
| 1887 ..... | 4,872 | 6,592,496 | 14,034 | 4,510,035 | 21,388,219 |
| 1888 ..... | 4,885 | 6,873,552 | 13,146 | 4,215,634 | 21,915,366 |
| 1889 ..... | 5,143 | 7,507,885 | 12,047 | 3,915,378 | 23,018,586 |
| 1890 ..... | 5,302 | 8,043,872 | 10,559 | 3,693,650 | 24,119,974 |
| 1891 ..... | 5,471 | 8,536,994 | 9,751  | 3,563,524 | 25,043,332 |
| 1892 ..... | 5,588 | 8,912,522 | 9,506  | 3,602,546 | 26,027,574 |
| 1893 ..... | 5,694 | 9,383,361 | 9,277  | 3,574,847 | 27,121,331 |
| 1894 ..... | 5,735 | 9,706,976 | 8,892  | 3,485,590 | 27,885,806 |

## AMERICAN.

|            |     |         |       |           |           |
|------------|-----|---------|-------|-----------|-----------|
| 1886 ..... | 379 | 506,668 | 6,102 | 2,060,258 | 3,450,054 |
| 1887 ..... | 402 | 532,973 | 5,903 | 1,975,128 | 3,443,432 |
| 1888 ..... | 417 | 535,345 | 5,764 | 1,913,090 | 3,400,178 |
| 1889 ..... | 426 | 545,590 | 5,338 | 1,777,532 | 3,296,116 |
| 1890 ..... | 419 | 533,333 | 3,406 | 1,445,016 | 2,948,816 |
| 1891 ..... | 456 | 598,847 | 3,504 | 1,519,114 | 3,187,666 |
| 1892 ..... | 421 | 618,993 | 3,428 | 1,466,963 | 3,178,187 |
| 1893 ..... | 423 | 642,788 | 3,371 | 1,423,275 | 3,211,723 |
| 1894 ..... | 430 | 660,365 | 3,609 | 1,403,494 | 3,261,982 |

## GERMAN.

|            |     |           |       |         |           |
|------------|-----|-----------|-------|---------|-----------|
| 1886 ..... | 529 | 601,975   | 2,328 | 849,869 | 2,576,669 |
| 1887 ..... | 542 | 628,296   | 2,137 | 796,613 | 2,597,937 |
| 1888 ..... | 559 | 662,331   | 1,907 | 737,028 | 2,643,908 |
| 1889 ..... | 623 | 771,998   | 1,768 | 712,592 | 2,910,192 |
| 1890 ..... | 689 | 930,754   | 1,698 | 706,475 | 3,331,203 |
| 1891 ..... | 761 | 1,083,307 | 1,480 | 654,147 | 3,702,927 |
| 1892 ..... | 765 | 1,091,472 | 1,444 | 676,492 | 3,770,576 |
| 1893 ..... | 779 | 1,144,199 | 1,386 | 667,219 | 3,875,151 |
| 1894 ..... | 810 | 1,216,092 | 1,265 | 624,922 | 4,065,282 |

## FRENCH.

|            |     |         |       |         |           |
|------------|-----|---------|-------|---------|-----------|
| 1886 ..... | 468 | 743,660 | 2,136 | 385,631 | 2,361,723 |
| 1887 ..... | 433 | 722,252 | 2,048 | 365,443 | 2,290,867 |
| 1888 ..... | 450 | 752,028 | 2,005 | 352,418 | 2,318,194 |
| 1889 ..... | 448 | 747,512 | 1,870 | 329,111 | 2,284,479 |
| 1890 ..... | 471 | 805,983 | 1,627 | 298,787 | 2,238,747 |
| 1891 ..... | 488 | 843,486 | 1,573 | 286,114 | 2,288,178 |
| 1892 ..... | 482 | 835,045 | 1,524 | 268,554 | 2,178,510 |
| 1893 ..... | 500 | 856,375 | 1,490 | 257,444 | 2,181,128 |
| 1894 ..... | 503 | 872,103 | 1,490 | 256,266 | 2,121,550 |



## 6. CONSTRUCTION.

*Vessels built in the world (over 100 tons), according to Lloyd's (including vessels not recorded in Lloyd's).*

## THE WORLD.

| Year.     | Total vessels. |           | Steam. |           | Sail. |         |
|-----------|----------------|-----------|--------|-----------|-------|---------|
|           | No.            | Tons.     | No.    | Tons.     | No.   | Tons.   |
| 1889..... | 1,090          | 1,502,629 | 766    | 1,260,802 | 324   | 241,827 |
| 1890..... | 1,362          | 1,646,809 | 880    | 1,328,541 | 482   | 318,268 |
| 1891..... | 1,420          | 1,532,827 | 829    | 1,095,450 | 591   | 437,377 |
| 1892..... | 1,074          | 1,348,203 | 658    | 942,063   | 416   | 406,140 |
| 1893..... | 843            | 1,079,095 | 534    | 883,867   | 309   | 195,228 |
| 1894..... | 835            | 1,215,984 | 617    | 1,072,662 | 218   | 143,322 |

| Year.  | Power.      | Wood. |         | Iron. |         | Steel. |           |
|--------|-------------|-------|---------|-------|---------|--------|-----------|
|        |             | No.   | Tons.   | No.   | Tons.   | No.    | Tons.     |
| 1889.. | {Steam..... | 38    | 14,887  | 116   | 77,597  | 612    | 1,168,318 |
|        | {Sail.....  | 237   | 96,973  | 20    | 28,868  | 67     | 115,986   |
|        |             | 275   | 111,860 | 136   | 106,465 | 679    | 1,284,304 |
| 1890.. | {Steam..... | 60    | 20,201  | 135   | 74,157  | 685    | 1,234,183 |
|        | {Sail.....  | 377   | 167,974 | 10    | 9,294   | 95     | 141,000   |
|        |             | 437   | 188,175 | 145   | 83,451  | 780    | 1,375,183 |
| 1891.. | {Steam..... | 43    | 17,363  | 196   | 44,396  | 590    | 1,033,691 |
|        | {Sail.....  | 397   | 161,297 | 10    | 4,586   | 184    | 271,494   |
|        |             | 440   | 178,660 | 206   | 48,982  | 774    | 1,305,185 |
| 1892.. | {Steam..... | 47    | 17,939  | 100   | 40,444  | 511    | 883,680   |
|        | {Sail.....  | 220   | 78,609  | 8     | 5,378   | 188    | 322,153   |
|        |             | 267   | 95,548  | 108   | 45,822  | 699    | 1,205,833 |
| 1893.. | {Steam..... | 32    | 9,056   | 57    | 10,379  | 445    | 864,432   |
|        | {Sail.....  | 208   | 64,456  | 4     | 655     | 97     | 130,117   |
|        |             | 240   | 74,512  | 61    | 11,034  | 542    | 994,549   |
| 1894.. | {Steam..... | 33    | 11,154  | 56    | 11,320  | 528    | 1,050,188 |
|        | {Sail.....  | 138   | 43,253  | 4     | 900     | 76     | 99,169    |
|        |             | 171   | 54,407  | 60    | 12,220  | 604    | 1,149,357 |

| Year.     | All nations. |         |        |           | United Kingdom. |         |        |           |
|-----------|--------------|---------|--------|-----------|-----------------|---------|--------|-----------|
|           | Sail.        |         | Steam. |           | Sail.           |         | Steam. |           |
|           | No.          | Tons.   | No.    | Tons.     | No.             | Tons.   | No.    | Tons.     |
| 1889..... | 324          | 241,827 | 766    | 1,260,802 | 74              | 119,279 | 582    | 1,061,062 |
| 1890..... | 482          | 318,268 | 880    | 1,328,541 | 84              | 121,015 | 632    | 1,076,220 |
| 1891..... | 591          | 437,377 | 829    | 1,095,450 | 142             | 214,352 | 629    | 941,031   |
| 1892..... | 416          | 406,140 | 658    | 942,063   | 164             | 282,308 | 493    | 809,740   |
| 1893..... | 309          | 195,228 | 534    | 883,867   | 79              | 112,381 | 389    | 729,911   |
| 1894..... | 218          | 143,322 | 617    | 1,072,662 | 58              | 78,389  | 469    | 873,757   |

| Year.     | France. |       |        |        | Germany. |        |        |         |
|-----------|---------|-------|--------|--------|----------|--------|--------|---------|
|           | Sail.   |       | Steam. |        | Sail.    |        | Steam. |         |
|           | No.     | Tons. | No.    | Tons.  | No.      | Tons.  | No.    | Tons.   |
| 1889..... | 6       | 1,579 | 16     | 41,342 | 19       | 21,370 | 60     | 80,614  |
| 1890..... | 18      | 6,896 | 14     | 27,666 | 12       | 15,083 | 56     | 87,382  |
| 1891..... | 11      | 8,675 | 7      | 8,044  | 20       | 24,166 | 63     | 52,265  |
| 1892..... | 9       | 2,039 | 8      | 20,225 | 21       | 28,298 | 45     | 35,463  |
| 1893..... | 18      | 4,342 | 6      | 14,766 | 9        | 7,642  | 46     | 46,456  |
| 1894..... | 21      | 5,893 | 7      | 11,364 | 11       | 8,326  | 58     | 115,350 |



## 7. WORLD'S SHIPBUILDING IN 1894.

[Lloyd's Register.]

LONDON, *January, 1895.*

During 1894, exclusive of war ships, 614 vessels of 1,046,508 tons gross (viz, 549 steamers of 964,926 tons and 65 sailing vessels of 81,582 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 31 of 32,971 tons displacement. The total output of the United Kingdom for the year has, therefore, been 645 vessels of 1,079,479 tons. In the notes war ships are excluded from consideration except where they are specially mentioned.

The output of the year in the United Kingdom exceeds that of 1893 by more than 210,000 tons, and the proportion of steam tonnage to the total tonnage launched has been much higher. In 1892 sailing tonnage formed no less than 24 per cent of the output, in 1893 it formed 14 per cent, and in 1894 it has formed less than 8 per cent.

The large war-ship tonnage shown by the society's quarterly shipbuilding returns to have been under construction, especially during the latter part of the year, has not yet progressed so far as to much affect the returns of vessels launched.

The maximum productive capacity of the shipbuilding yards of the country may perhaps be nearly indicated by the output of the year 1889. That year's production may, therefore, serve as a standard with which to compare the work of 1894. In 1889 595 steamers of 1,083,793 tons, and 95 sailing vessels of 125,568 tons (total, 690 vessels of 1,209,361 tons) were launched. It will be seen that these figures exceed those for 1894 by nearly 12½ per cent on the steam tonnage, by more than 53 per cent on the sailing tonnage, and by 15½ per cent on the total tonnage. In addition the war tonnage launched in the country during 1889 exceeded that launched during 1894 by about 15,000 tons. It may thus be said that on the basis of tonnage launched, and taking the figures for 1889 as a standard, the shipbuilding facilities of the country have been utilized in 1894 to the extent of about seven-eighths. In 1893 this proportion stood at only two-thirds.

As regards the material employed for the construction of the vessels included in the United Kingdom returns for 1894, it is found that of the steam tonnage 98.6 per cent has been built of steel and 1.2 per cent of iron. The iron steam tonnage includes, this year, two vessels of 1,900 and 1,200 tons, respectively; but, with these exceptions, the total is practically made up of trawlers and comprises no vessels of more than 350 tons. Of the sailing tonnage, 97.9 per cent has been built of steel and 0.5 per cent of iron. Only two sailing vessels have been built of iron during the year, the larger being of 226 tons.

Of the total output, no less than 834,122 steam tons and 74,491 sailing tons, or 908,613 tons in all (nearly 87 per cent) belong to ports in the United Kingdom. In this connection it may be noted that Lloyd's Register Wreck Returns show that the losses, etc., of United Kingdom vessels during twelve months amount to about 264,000 tons (170,000 steam, 94,000 sail). Sales to foreigners for the twelve months ended November, 1894, amounted to 264,000 tons (194,000 steam, 70,000 sail). On the other hand, purchases from foreigners during the same period amounted to 52,000 tons (42,000 steam, 10,000 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 80,000 tons, while the steam tonnage has increased by 512,000 tons. The net increase of United Kingdom tonnage during 1894 is therefore about 432,000 tons.

Over 13 per cent of the total output has been built to the order of foreign and colonial shipowners. This proportion is somewhat smaller than was the case last year. Germany has provided the largest amount of work for British shipbuilders, 14 vessels of 41,730 tons (4 per cent of the total output) having been built for that country. Holland follows with 6 vessels of 17,634 tons (1.7 per cent). Next come Russia and Norway, for each of which about 15,000 tons (1.4 per cent) have been built. Spain has taken 8,200 tons, and Italy, France, and Austria over 5,000 tons each.

Of the principal shipbuilding districts of the country, the Clyde takes the lead, with a total output of 331,324 tons. This total includes over 88 per cent of the sailing tonnage launched in the United Kingdom; and in the production of steamers the Clyde has also largely exceeded any other district. After the Clyde come the Tyne (190,601 tons), the Wear (168,257 tons), the Tees (104,071 tons), Belfast (96,810 tons), and the Hartlepoons (81,839 tons).

The largest steamers which have been launched in the United Kingdom during the year are the following:

|                      | Tons gross. |
|----------------------|-------------|
| Caledonia.....       | 7,558       |
| Norman.....          | 7,392       |
| Maroa.....           | 6,802       |
| Knight Bachelor..... | 6,394       |
| Ulstermore.....      | 6,326       |



The largest sailing vessel is the *Pitlochry*, 3,111 tons gross.

In 1893, 5 steamers were launched which exceeded 7,000 tons each, as compared with only 2 in 1894. On the other hand, 133 steamers, ranging from 3,000 to 7,000 tons, have been launched in 1894, as against only 92 in the previous year.

It may be mentioned that the totals for the year under review include 5 "turret-deck" steamers, 10 vessels for the carriage of petroleum in bulk, 75 steam trawlers and other fishing vessels, 13 dredgers, and 22 yachts.

Of the tonnage launched in the United Kingdom during 1894, excluding that built for foreign and colonial owners, nearly 89 per cent, and of the tonnage built for foreign and colonial owners nearly 80 per cent, has been built with a view to classification by Lloyd's Register. Of the total vessels launched in the United Kingdom, 516 of 914,287 tons (or nearly 88 per cent of the tonnage) have been built under the society's supervision.

As regards the movements of the shipbuilding industry during the course of 1894, Lloyd's Register Returns show that (irrespective of war ships) the total tonnage under construction in the United Kingdom on the 31st of December, 1894, only slightly exceeded that under construction twelve months previously. In steam tonnage there is an increase of 54,000 tons, but this is partly counterbalanced by a decrease of 38,000 tons on the sailing tonnage. At the close of 1893, 641,981 tons (578,026 steam, 63,955 sail) were reported to be under construction. In March and June the quarterly returns showed 725,000 tons and 718,000 tons, respectively, under construction. At the present time the figures are 658,286 tons (632,443 steam, 25,843 sail). It should be added that the war-ship tonnage under construction in the country has risen from 95,000 tons displacement, twelve months ago, to 260,000 tons at the present time. Of the former total, only 13,000 tons were in hand outside the royal dockyards, while of the latter 122,000 tons are being constructed at private establishments.

As regards vessels "preparing" (i. e., ordered but not commenced), it may be noted that in March last the returns reached the exceptionally high total of 271,000 tons. Since then, however, they have steadily declined. The actual figures are quoted in more detail in Lloyd's Register Shipbuilding Returns for the 31st of December, 1894. At the present time 63 steamers of 135,656 tons and 7 sailing vessels of 10,430 tons are reported in this category.

Attention is drawn to the statistics given in Table V, respecting colonial and foreign shipbuilding during 1894. Although it is obviously difficult to publish at so early a date complete figures for the year, probably few, if any, vessels of importance are omitted from the table referred to. No doubt, however, some vessels of small tonnage built in the more remote districts have not been reported. The figures should, therefore, be looked upon as somewhat under rather than over the mark. The table indicates that (excluding war vessels) there have been built abroad during the year 148 steamers of 203,279 tons and 170 sailing vessels of 73,751 tons. If to these figures be added those for the United Kingdom, as given in the preceding tables, the total output of the world during 1894 (exclusive of war ships) appears to have been about 1,324,000 tons (1,168,000 steam, 156,000 sail). Lloyd's Register Wreck Returns show that the seagoing tonnage of all nationalities totally lost, broken up, etc., in the course of twelve months, amounts to about 692,000 tons (278,000 steam, 414,000 sail). It will thus be seen that while the sailing tonnage of the world has been largely reduced during 1894, there has been a net increase in the world's mercantile tonnage of upward of 632,000 tons. Of this total, the net increase in the tonnage of the United Kingdom, as given above, represents about 68 per cent.

*Vessels launched in the United Kingdom during 1894.*

|                                                 | Steam. |                      | Sail. |                     | Total 1894. |                        | Total 1893. |                      | Total 1892. |                        |
|-------------------------------------------------|--------|----------------------|-------|---------------------|-------------|------------------------|-------------|----------------------|-------------|------------------------|
|                                                 | No.    | Tons.                | No.   | Tons.               | No.         | Tons.                  | No.         | Tons.                | No.         | Tons.                  |
| Merchant and other vessels (not war ships)..... | 549    | <sup>1</sup> 964,926 | 65    | <sup>1</sup> 81,582 | 614         | <sup>1</sup> 1,046,508 | 536         | <sup>1</sup> 836,383 | 681         | <sup>1</sup> 1,109,950 |
| War ships at Government yards.....              | 8      | <sup>2</sup> 26,700  | ..... | .....               | 8           | <sup>2</sup> 26,700    | 9           | <sup>2</sup> 32,400  | 9           | <sup>2</sup> 50,450    |
| War ships at private yards.....                 | 23     | <sup>2</sup> 6,271   | ..... | .....               | 23          | <sup>2</sup> 6,271     | 9           | <sup>2</sup> 13,498  | 21          | <sup>2</sup> 100,707   |
| Total .....                                     | 580    | 997,897              | 65    | 81,582              | 645         | 1,079,479              | 554         | 882,281              | 711         | 1,261,107              |

<sup>1</sup> Gross.

<sup>2</sup> Displacement.



It may be noted that the similar figures for recent years, as regards "merchant and other vessels (not war ships)," are as follows:

|           | Steam. |             | Sail. |             | Total. |             |
|-----------|--------|-------------|-------|-------------|--------|-------------|
|           | No.    | Gross tons. | No.   | Gross tons. | No.    | Gross tons. |
| 1888..... | 458    | 757,081     | 81    | 80,959      | 539    | 838,040     |
| 1889..... | 595    | 1,083,793   | 95    | 125,568     | 690    | 1,209,361   |
| 1890..... | 651    | 1,061,619   | 92    | 133,086     | 743    | 1,194,705   |
| 1891..... | 641    | 878,353     | 181   | 252,463     | 822    | 1,130,816   |
| 1892..... | 512    | 841,356     | 169   | 268,594     | 681    | 1,109,950   |
| 1893..... | 438    | 718,277     | 98    | 118,106     | 536    | 836,383     |
| 1894..... | 549    | 964,926     | 65    | 81,582      | 614    | 1,046,508   |

*Countries for which the merchant and other vessels (not war ships) launched in the United Kingdom during 1894 have been built.*

| Country.                                                                                     | Steam. |             | Sail. |             | Total 1894. |             | Total 1893. |             | Total 1892. |             |
|----------------------------------------------------------------------------------------------|--------|-------------|-------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                                                                                              | No.    | Gross tons. | No.   | Gross tons. | No.         | Gross tons. | No.         | Gross tons. | No.         | Gross tons. |
| British:                                                                                     |        |             |       |             |             |             |             |             |             |             |
| United Kingdom .....                                                                         | 457    | 834,122     | 60    | 74,491      | 517         | 908,613     | 439         | 709,341     | 568         | 950,865     |
| Colonies .....                                                                               | 7      | 3,710       |       |             | 7           | 3,710       | 10          | 2,886       | 14          | 15,956      |
| Austria.....                                                                                 | 2      | 5,145       |       |             | 2           | 5,145       | 5           | 9,762       | 17          | 30,916      |
| Belgium.....                                                                                 | 2      | 3,707       |       |             | 2           | 3,707       | 3           | 4,863       | 3           | 1,801       |
| Bulgaria.....                                                                                | 2      | 1,977       |       |             | 2           | 1,977       |             |             |             |             |
| Danube Commission.....                                                                       | 1      | 1,000       |       |             | 1           | 1,000       |             |             |             |             |
| Denmark.....                                                                                 | 2      | 4,561       |       |             | 2           | 4,561       | 7           | 5,780       | 4           | 2,150       |
| Egypt.....                                                                                   | 1      | 487         |       |             | 1           | 487         |             |             | 2           | 2,449       |
| France.....                                                                                  | 7      | 5,539       | 1     | 160         | 8           | 5,699       | 13          | 12,695      | 5           | 4,086       |
| Germany.....                                                                                 | 10     | 34,799      | 4     | 6,931       | 14          | 41,730      | 12          | 30,020      | 15          | 24,248      |
| Greece.....                                                                                  | 3      | 445         |       |             | 3           | 445         | 4           | 8,567       | 6           | 15,165      |
| Hayti.....                                                                                   | 1      | 322         |       |             | 1           | 322         |             |             |             |             |
| Holland.....                                                                                 | 6      | 17,634      |       |             | 6           | 17,634      |             |             | 3           | 7,221       |
| Italy.....                                                                                   | 3      | 5,713       |       |             | 3           | 5,713       |             |             |             |             |
| Norway.....                                                                                  | 6      | 14,339      |       |             | 6           | 14,339      | 11          | 18,069      | 10          | 15,589      |
| Russia.....                                                                                  | 19     | 15,453      |       |             | 19          | 15,453      | 6           | 10,279      | 4           | 9,786       |
| South America.....                                                                           | 8      | 4,451       |       |             | 8           | 4,451       | 10          | 3,630       | 13          | 10,007      |
| Spain.....                                                                                   | 6      | 8,259       |       |             | 6           | 8,259       | 9           | 12,227      | 6           | 7,731       |
| Turkey.....                                                                                  | 4      | 1,882       |       |             | 4           | 1,882       | 1           | 296         | 3           | 780         |
| Foreign (country not known).....                                                             | 2      | 1,381       |       |             | 2           | 1,381       | 2           | 210         |             |             |
| Other countries (United States of America, China, Hawaii, Mexico, Portugal, and Sweden)..... |        |             |       |             |             |             | 4           | 7,758       | 8           | 11,200      |
| Total .....                                                                                  | 549    | 964,926     | 65    | 81,582      | 614         | 1,046,508   | 536         | 836,383     | 681         | 1,109,950   |

*Countries for which the war ships launched in the United Kingdom during 1894 have been built.*

| Flag.                | 1894.           |               | 1893. |               | 1892. |               |
|----------------------|-----------------|---------------|-------|---------------|-------|---------------|
|                      | No.             | Displacement. | No.   | Displacement. | No.   | Displacement. |
| At royal dockyards:  |                 | <i>Tons.</i>  |       | <i>Tons.</i>  |       | <i>Tons.</i>  |
| British .....        | 8               | 26,700        | 9     | 32,400        | 9     | 50,450        |
| At private yards:    |                 |               |       |               |       |               |
| British .....        | <sup>1</sup> 21 | 5,388         | 7     | 7,878         | 13    | 86,821        |
| France.....          | 29              | 32,088        | 16    | 40,278        | 22    | 137,271       |
| Japan.....           | <sup>2</sup> 1  | 15            |       |               |       |               |
| Other countries..... | 1               | 868           |       |               | 1     | 4,158         |
| Total .....          | 31              | 32,971        | 18    | 45,898        | 30    | 151,157       |

<sup>1</sup> Including six torpedo boats.

<sup>2</sup> Torpedo boat.



*Sizes of merchant and other vessels (not war ships) launched in the United Kingdom during 1894.*

| Tonnage.                         | Steam. | Sail. | Tonnage.                    | Steam. | Sail. |
|----------------------------------|--------|-------|-----------------------------|--------|-------|
| Under 50 tons <sup>1</sup> ..... | 1      | 6     | 4,000 to 4,999 tons .....   | 25     | ..... |
| 50 to 99 tons <sup>1</sup> ..... | 15     | 5     | 5,000 to 5,999 tons .....   | 14     | ..... |
| 100 to 199 tons .....            | 108    | 8     | 6,000 to 6,999 tons .....   | 4      | ..... |
| 200 to 499 tons .....            | 60     | 5     | 7,000 to 7,999 tons .....   | 2      | ..... |
| 500 to 999 tons .....            | 65     | ..... | 8,000 to 12,499 tons .....  | .....  | ..... |
| 1,000 to 1,999 tons .....        | 65     | 27    | 12,500 tons and above ..... | .....  | ..... |
| 2,000 to 2,999 tons .....        | 100    | 13    |                             |        |       |
| 3,000 to 3,999 tons .....        | 90     | 1     | Total .....                 | 549    | 65    |

<sup>1</sup> Vessels of less than 100 tons are not included unless they are intended to be classed in Lloyd's Register Book.

*Vessels launched in the principal shipbuilding districts of the United Kingdom during 1894.*

| District.                               | Merchant and other ves-<br>sels (not war ships). |                |       |                | War ships. |         | Total 1894. |         | Total 1893. |         | Total 1892. |         |
|-----------------------------------------|--------------------------------------------------|----------------|-------|----------------|------------|---------|-------------|---------|-------------|---------|-------------|---------|
|                                         | Steam.                                           |                | Sail. |                |            |         |             |         |             |         |             |         |
|                                         | No.                                              | Gross<br>tons. | No.   | Gross<br>tons. | No.        | Tons.   | No.         | Tons.   | No.         | Tons.   | No.         | Tons.   |
| Aberdeen.....                           | 10                                               | 6,417          | ..... | .....          | .....      | .....   | 10          | 6,417   | 7           | 2,564   | 13          | 3,457   |
| Barrow, Maryport,<br>and Workington.... | 9                                                | 20,478         | 1     | 1,395          | 1          | 1 270   | 11          | 22,143  | 13          | 26,125  | 15          | 29,672  |
| Belfast and London-<br>derry.....       | 23                                               | 96,792         | 1     | 18             | .....      | .....   | 24          | 96,810  | 27          | 85,723  | 33          | 100,707 |
| Clyde.....                              | 156                                              | 260,474        | 43    | 71,900         | 3          | 1 1,050 | 202         | 333,424 | 183         | 261,536 | 217         | 322,178 |
| Dundee.....                             | 14                                               | 6,793          | 1     | 3,100          | .....      | .....   | 15          | 9,893   | 5           | 6,593   | 11          | 22,242  |
| Hartlepoons and<br>Whitby.....          | 30                                               | 81,839         | ..... | .....          | .....      | .....   | 30          | 81,839  | 28          | 79,120  | 36          | 98,623  |
| Hull.....                               | 45                                               | 11,654         | ..... | .....          | .....      | .....   | 45          | 11,654  | 39          | 6,391   | 36          | 13,790  |
| Leith.....                              | 24                                               | 14,242         | 1     | 412            | .....      | .....   | 25          | 14,654  | 20          | 10,264  | 39          | 38,078  |
| Mersey.....                             | 4                                                | 923            | 2     | 2,701          | 4          | 1 1,513 | 10          | 5,137   | 12          | 9,790   | 22          | 39,627  |
| Middlesborough and<br>Stockton.....     | 43                                               | 103,587        | 2     | 484            | .....      | .....   | 45          | 104,071 | 46          | 89,707  | 46          | 103,725 |
| Thames.....                             | 5                                                | 1,083          | ..... | .....          | 10         | 1 1,860 | 15          | 2,943   | 16          | 3,009   | 9           | 15,872  |
| Tyne.....                               | 106                                              | 190,601        | ..... | .....          | 1          | 1 868   | 107         | 191,469 | 71          | 148,661 | 101         | 219,986 |
| Wear.....                               | 70                                               | 168,002        | 1     | 255            | .....      | .....   | 71          | 168,257 | 48          | 118,317 | 75          | 186,440 |

<sup>1</sup> Displacement.



*Vessels (over 100 tons) built at colonial and foreign ports during 1894.*

[Probably few, if any, merchant vessels of importance are not included in this table; but some vessels of small tonnage, particularly sailing vessels, built in the more remote districts have, no doubt, not been reported, and are consequently omitted. No torpedo boats have been included.]

| Country.                                  | District.                                                            | Merchant and other vessels (not war ships). |             |       |             |                 |             |       |             | War-ships, displacement. <sup>1</sup> |        | Total built in each country. |         |        |         |
|-------------------------------------------|----------------------------------------------------------------------|---------------------------------------------|-------------|-------|-------------|-----------------|-------------|-------|-------------|---------------------------------------|--------|------------------------------|---------|--------|---------|
|                                           |                                                                      | Steam.                                      |             |       |             | Sail.           |             |       |             |                                       |        |                              |         |        |         |
|                                           |                                                                      | Steel and iron.                             |             | Wood. |             | Steel and iron. |             | Wood. |             | No.                                   | Tons.  | No.                          | Tons.   |        |         |
|                                           |                                                                      | No.                                         | Gross tons. | No.   | Gross tons. | No.             | Gross tons. | No.   | Gross tons. |                                       |        |                              |         |        |         |
| Austria.....                              | Trieste and Lussino                                                  | 4                                           | 1,480       |       |             |                 |             | 1     | 223         |                                       |        | 5                            | 1,703   |        |         |
| Belgium.....                              | Antwerp.....                                                         | 1                                           | 2,700       |       |             |                 |             |       |             |                                       |        | 1                            | 2,700   |        |         |
| British colonies.                         | North American...                                                    | 1                                           | 222         | 3     | 646         |                 |             | 16    | 4,582       | }                                     |        | 27                           | 6,803   |        |         |
|                                           | Others.....                                                          |                                             |             | 2     | 257         | 2               | 650         | 3     | 446         |                                       |        |                              |         |        |         |
| Denmark.....                              | Copenhagen and Elsinor.                                              | 5                                           | 5,180       |       |             |                 |             |       |             | }                                     | 1      | 1,280                        | 17      | 8,580  |         |
|                                           | Other ports.....                                                     |                                             |             |       |             |                 |             | 11    | 2,120       |                                       |        |                              |         |        |         |
| France.....                               | La Ciotat.....                                                       | 1                                           | 6,050       |       |             |                 |             |       |             | }                                     | 6      | 28,690                       | 34      | 48,326 |         |
|                                           | La Seyne.....                                                        | 2                                           | 4,394       |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
|                                           | Nantes and St. Nazaire.                                              | 2                                           | 325         |       |             | 2               | 3,120       |       |             |                                       |        |                              |         |        |         |
|                                           | Havre and Rouen...                                                   | 2                                           | 303         |       |             | 1               | 1,930       |       |             |                                       |        |                              |         |        |         |
|                                           | Other ports.....                                                     |                                             |             |       |             | 1               | 1,110       | 17    | 2,404       | }                                     |        |                              |         |        |         |
| Germany.....                              | Vegesack, Brake, Bremerhaven, and Geestemunde.                       | 10                                          | 6,320       |       |             | 3               | 7,001       | 1     | 349         |                                       |        |                              |         |        |         |
|                                           | Hamburg, Flensburg, and Kiel.                                        | 31                                          | 60,333      |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
|                                           | Rostock, Lübeck, and Stettin.                                        | 13                                          | 28,512      |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
|                                           | Danzig, Elbing, and Papenburg.                                       | 7                                           | 14,501      |       |             | 6               | 1,394       | 2     | 651         | }                                     | 2      | 4                            | 6,190   | 81     | 125,892 |
|                                           | Elmshorn and Ruhrort.                                                | 1                                           | 110         |       |             | 3               | 531         |       |             |                                       |        |                              |         |        |         |
| Greece.....                               |                                                                      |                                             |             | 2     | 211         |                 |             | 2     | 818         |                                       |        | 4                            | 1,029   |        |         |
| Holland.....                              | Martenshoek, Hoogezand, and Sappemeer.                               | 1                                           | 175         |       |             | 13              | 2,943       |       |             | }                                     | 3      | 4                            | 10,450  | 45     | 25,810  |
|                                           | Rotterdam, Kinderdijk, and Alblaserdam.                              | 5                                           | 3,010       |       |             | 3               | 2,456       |       |             |                                       |        |                              |         |        |         |
|                                           | Amsterdam and Haarlem.                                               |                                             |             |       |             | 19              | 6,776       |       |             |                                       |        |                              |         |        |         |
| Italy.....                                | Gulf of Genoa.....                                                   | 4                                           | 2,469       |       |             | 2               | 2,190       | 4     | 737         | 2                                     | 3,290  | 12                           | 8,686   |        |         |
| Japan.....                                |                                                                      | 3                                           | 987         | 8     | 1,873       |                 |             | 3     | 313         |                                       |        | 14                           | 3,173   |        |         |
| Norway.....                               | Bergen, Stavanger, and Drontheim.                                    | 5                                           | 2,733       | 3     | 1,628       | 1               | 633         |       |             | }                                     |        |                              | 25      | 17,169 |         |
|                                           | Christiania.....                                                     | 3                                           | 4,869       |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
|                                           | Christiansand, Lillesand, Grimstad, Arendal, Tvedestrand, and Risør. | 1                                           | 1,339       |       |             |                 |             | 12    | 5,967       |                                       |        |                              |         |        |         |
|                                           |                                                                      |                                             |             |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
| Portugal.....                             | Ilhavo.....                                                          |                                             |             |       |             |                 |             | 1     | 171         |                                       |        | 1                            | 171     |        |         |
| Russia.....                               | Gulf of Riga.....                                                    |                                             |             |       |             |                 |             | 8     | 2,170       | 4                                     | 34,850 | 12                           | 37,020  |        |         |
| Spain.....                                |                                                                      |                                             |             |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
| Sweden.....                               | Malmö, Oskarshamn, Stockholm, Gefle, and Sundswall.                  | 9                                           | 5,352       |       |             | 1               | 160         | 4     | 1,798       |                                       |        | 14                           | 7,310   |        |         |
| Turkey.....                               |                                                                      |                                             |             |       |             |                 |             | 4     | 514         | 6                                     | 2,300  | 10                           | 2,814   |        |         |
| United States                             | Atlantic Coast.....                                                  | 10                                          | 22,051      | 2     | 2,646       | 1               | 3,005       | 22    | 14,589      | }                                     |        | 43                           | 66,894  |        |         |
|                                           | Pacific Coast.....                                                   | 1                                           | 2,556       |       |             |                 |             |       |             |                                       |        |                              |         |        |         |
|                                           | Great Lakes <sup>4</sup> .....                                       | 6                                           | 20,047      |       |             | 1               | 2,000       |       |             |                                       |        |                              |         |        |         |
| Total for colonies and foreign countries. |                                                                      | 128                                         | 196,018     | 20    | 7,261       | 59              | 35,899      | 111   | 37,852      | 27                                    | 87,050 | 345                          | 364,080 |        |         |

<sup>1</sup> Except where otherwise stated, these war ships are intended for the navies of the countries in which they have been built.

<sup>2</sup> Including two, of 1,120 tons, for Turkey.

<sup>3</sup> Including one, of 250 tons, for Liberia.

<sup>4</sup> Including only iron and steel vessels.



*Vessels launched in the United Kingdom and built abroad during 1894.*

| Where built.                         | Merchant and other vessels (not war ships). |             |       |             |        |             | War ships (displacement). |          | Total. |             |
|--------------------------------------|---------------------------------------------|-------------|-------|-------------|--------|-------------|---------------------------|----------|--------|-------------|
|                                      | Steam.                                      |             | Sail. |             | Total. |             |                           |          |        |             |
| United Kingdom (see Table I) .....   | No.                                         | Gross tons. | No.   | Gross tons. | No.    | Gross tons. | No.                       | Tons.    | No.    | Tons.       |
| Colonies and foreign countries ..... | 549                                         | 964, 926    | 65    | 81, 582     | 614    | 1, 046, 508 | 31                        | 32, 971  | 645    | 1, 079, 479 |
| Total for the world.                 | 148                                         | 203, 279    | 170   | 73, 751     | 318    | 277, 030    | 27                        | 87, 050  | 345    | 364, 080    |
|                                      | 697                                         | 1, 168, 205 | 235   | 155, 333    | 932    | 1, 323, 538 | 58                        | 120, 021 | 990    | 1, 443, 559 |

## VESSELS UNDER CONSTRUCTION ON JUNE 30, 1895.

From the returns compiled by Lloyd's Register of Shipping it appears that, excluding war ships, there were 339 vessels, of 707,079 tons gross, under construction in the United Kingdom at the close of the quarter ended June 30, 1895. The particulars of the vessels in question are as follows, similar details being given for the corresponding period in 1894 for the purpose of comparison:

| Description.               | June 30, 1895. |             | June 30, 1894. |             |
|----------------------------|----------------|-------------|----------------|-------------|
|                            | No.            | Gross tons. | No.            | Gross tons. |
| STEAM.                     |                |             |                |             |
| Steel .....                | 257            | 667, 141    | 300            | 656, 820    |
| Iron .....                 | 24             | 3, 935      | 34             | 7, 876      |
| Wood and composite .....   | 8              | 1, 719      | 4              | 888         |
| Total .....                | 289            | 672, 795    | 338            | 665, 584    |
| SAIL.                      |                |             |                |             |
| Steel .....                | 32             | 31, 990     | 31             | 49, 691     |
| Iron .....                 | 1              | 226         | 1              | 225         |
| Wood and composite .....   | 17             | 2, 068      | 28             | 2, 704      |
| Total .....                | 50             | 34, 284     | 60             | 52, 620     |
| Total steam and sail ..... | 339            | 707, 079    | 398            | 718, 204    |

[The war vessels under construction at the royal dockyards of Great Britain number 17, of 154,930 tons displacement, and at private British yards 42, of 100,490 tons displacement, for the British navy, and 9, of 30,930 tons displacement, for foreign navies; in all, 68 war vessels, of 286,350 tons displacement, in construction.]



The following table shows the number and tonnage of vessels, excluding war ships, under construction at various foreign ports according to the latest returns which have been received at Lloyd's office. Vessels of less than 100 tons are not included in these figures:

| Country.                     | District.                                         | Date of return.   | Steam. |             | Sail. |             | Total. |             |
|------------------------------|---------------------------------------------------|-------------------|--------|-------------|-------|-------------|--------|-------------|
|                              |                                                   |                   | No.    | Gross tons. | No.   | Gross tons. | No.    | Gross tons. |
| Austria.....                 | Fiume.....                                        | 1895.<br>Apr. 1   | 3      | 580         | ..... | .....       | 3      | 580         |
|                              | Trieste.....                                      | June 27           | 2      | 1,400       | ..... | .....       | 2      | 1,400       |
| Belgium.....                 | Antwerp.....                                      | .....do..         | 1      | 1,200       | ..... | .....       | 1      | 1,200       |
| China.....                   | Shanghai.....                                     | May 24            | .....  | .....       | ..... | .....       | .....  | .....       |
| Denmark.....                 | Copenhagen.....                                   | June 19           | 6      | 6,934       | ..... | .....       | 6      | 6,934       |
| France.....                  | Bordeaux.....                                     | June 24           | .....  | .....       | ..... | .....       | .....  | .....       |
|                              | Dunkirk.....                                      | June 22           | .....  | .....       | 1     | 140         | 1      | 140         |
|                              | Havre, Rouen, and Argen-<br>teuil.                | June 26           | 1      | 540         | 3     | 6,636       | 4      | 7,176       |
|                              | La Rochelle.....                                  | 1894.<br>Dec. 19  | .....  | .....       | ..... | .....       | .....  | .....       |
|                              | La Seyne.....                                     | 1895.<br>June 26  | .....  | .....       | 2     | 6,124       | 2      | 6,124       |
|                              | Nantes and St. Nazaire.....                       | .....do..         | 2      | 6,500       | 3     | 8,700       | 5      | 15,200      |
| Germany.....                 | Bremerhaven, Vegesack,<br>Geestemunde, and Brake. | June 22           | 11     | 1,512       | 2     | 6,000       | 13     | 7,512       |
|                              | Danzig.....                                       | June 30           | 1      | 2,100       | ..... | .....       | 1      | 2,100       |
|                              | Hamburg, Flensburg, and<br>Kiel.                  | June 18           | 14     | 39,461      | ..... | .....       | 14     | 39,461      |
|                              | Rostock.....                                      | June 26           | 3      | 1,420       | ..... | .....       | 3      | 1,420       |
| Holland.....                 | Amsterdam.....                                    | June 20           | 1      | 1,000       | 2     | 3,162       | 3      | 4,162       |
|                              | Flushing.....                                     | .....do..         | 1      | 3,400       | ..... | .....       | 1      | 3,400       |
|                              | Kinderdijk.....                                   | .....do..         | .....  | .....       | 1     | 1,800       | 1      | 1,800       |
|                              | Rotterdam and Krimpen<br>on the Lek.              | .....do..         | 2      | 3,200       | 1     | 2,500       | 3      | 5,700       |
|                              | Veendam (Martenshoek<br>and Hoogezand).           | .....do..         | .....  | .....       | 7     | 1,310       | 7      | 1,310       |
| Italy.....                   | Gulf of Genoa.....                                | .....do..         | 7      | 6,730       | 2     | 220         | 9      | 6,950       |
|                              | Leghorn.....                                      | .....do..         | 2      | 3,000       | ..... | .....       | 2      | 3,000       |
| Japan.....                   | Kobe, Osaka, and Naga-<br>saki.                   | Mar. 31           | 1      | 1,200       | ..... | .....       | 1      | 1,200       |
| Newfoundland..               | St. Johns.....                                    | 1894.<br>Sept. 30 | .....  | .....       | ..... | .....       | .....  | .....       |
| Norway.....                  | Bergen.....                                       | 1895.<br>Mar. 31  | 2      | 1,070       | ..... | .....       | 2      | 1,070       |
|                              | Christiania.....                                  | June 28           | 2      | 1,550       | ..... | .....       | 2      | 1,550       |
|                              | Arendal.....                                      | 1894.<br>Dec. 24  | .....  | .....       | 1     | 407         | 1      | 407         |
| Nova Scotia.....             | Halifax.....                                      | 1895.<br>Mar. 31  | .....  | .....       | ..... | .....       | .....  | .....       |
| Prince Edward<br>Island.     | .....                                             | June 13           | .....  | .....       | 1     | 200         | 1      | 200         |
| Singapore.....               | .....                                             | Mar. 30           | 1      | 350         | ..... | .....       | 1      | 350         |
| Spain.....                   | Bilbao.....                                       | June 24           | .....  | .....       | ..... | .....       | .....  | .....       |
|                              | Cadiz.....                                        | Mar. 31           | 1      | 949         | ..... | .....       | 1      | 949         |
| Sweden.....                  | Gothenburg.....                                   | June 20           | 3      | Not stated. | ..... | .....       | 3      | Not stated. |
|                              | Stockholm and Gefle.....                          | .....do..         | .....  | .....       | ..... | .....       | .....  | .....       |
|                              | Helsingborg.....                                  | June 19           | .....  | .....       | ..... | .....       | .....  | .....       |
| Turkey.....                  | Constantinople.....                               | June 30           | .....  | .....       | ..... | .....       | .....  | .....       |
| United States of<br>America. | Baltimore.....                                    | June 20           | 1      | Not stated. | 1     | 175         | 2      | Not stated. |
|                              | New York.....                                     | June 18           | .....  | .....       | ..... | .....       | .....  | .....       |
|                              | Philadelphia, Wilmington,<br>and Chester.         | .....do..         | 8      | 20,227      | ..... | .....       | 8      | 20,227      |
|                              | San Francisco, etc.....                           | Mar. 31           | 1      | Not stated. | 3     | 1,450       | 4      | Not stated. |



*Number, tonnage, and nationality of steam and sailing vessels totally lost, condemned, etc., during the year 1894, as reported up to June 30, 1895.*

[The tonnage given is gross for steam vessels and net for sailing vessels. Vessels under 100 tons are not included in this return.]

[Lloyd's Register.]

| Flag.                           | Abandoned at sea. |        | Broken up, condemned, etc. <sup>1</sup> |         | Burned. |        | Collision. |        |
|---------------------------------|-------------------|--------|-----------------------------------------|---------|---------|--------|------------|--------|
|                                 | No.               | Tons.  | No.                                     | Tons.   | No.     | Tons.  | No.        | Tons.  |
| British:                        |                   |        |                                         |         |         |        |            |        |
| United Kingdom.....             | 12                | 17,373 | 50                                      | 50,130  | 8       | 3,625  | 36         | 25,781 |
| Colonies.....                   | 7                 | 2,250  | 33                                      | 15,715  | 7       | 3,148  | 3          | 798    |
| America, United States of.....  | 20                | 8,778  | 16                                      | 10,711  | 9       | 5,350  | 10         | 4,021  |
| Austro-Hungarian.....           | 1                 | 915    | 5                                       | 1,408   | .....   | .....  | 1          | 505    |
| Danish.....                     | 5                 | 1,132  | 1                                       | 179     | .....   | .....  | 1          | 127    |
| Dutch.....                      | 3                 | 1,085  | 7                                       | 6,798   | .....   | .....  | 4          | 2,331  |
| French.....                     | 2                 | 226    | 10                                      | 8,207   | 1       | 680    | 5          | 6,361  |
| German.....                     | 13                | 5,529  | 20                                      | 10,574  | 3       | 3,412  | 8          | 4,879  |
| Italian.....                    | 5                 | 2,678  | 30                                      | 21,109  | 4       | 3,046  | 5          | 3,162  |
| Norwegian.....                  | 28                | 14,021 | 20                                      | 7,832   | 5       | 3,224  | 12         | 7,194  |
| Russian.....                    | 2                 | 784    | 4                                       | 1,710   | .....   | .....  | 4          | 2,346  |
| Spanish.....                    | 1                 | 878    | 8                                       | 5,226   | 1       | 185    | 2          | 2,044  |
| Swedish.....                    | 9                 | 3,894  | 11                                      | 3,059   | .....   | .....  | 2          | 740    |
| Other European nations.....     | 2                 | 566    | 7                                       | 3,487   | .....   | .....  | 3          | 995    |
| Central and South American..... | 3                 | 1,538  | 3                                       | 2,262   | 1       | 468    | 1          | 238    |
| Asia.....                       | .....             | .....  | 2                                       | 849     | 1       | 1,991  | .....      | .....  |
| Other countries.....            | .....             | .....  | .....                                   | .....   | .....   | .....  | .....      | .....  |
| Total.....                      | 113               | 61,647 | 227                                     | 149,256 | 40      | 25,129 | 97         | 61,522 |

| Flag.                           | Foundered. |        | Lost, etc. <sup>2</sup> |       | Missing. <sup>3</sup> |        | Wrecked. <sup>4</sup> |         | Total. |         |
|---------------------------------|------------|--------|-------------------------|-------|-----------------------|--------|-----------------------|---------|--------|---------|
|                                 | No.        | Tons.  | No.                     | Tons. | No.                   | Tons.  | No.                   | Tons.   | No.    | Tons.   |
| British:                        |            |        |                         |       |                       |        |                       |         |        |         |
| United Kingdom.....             | 12         | 10,226 | <sup>5</sup> 1          | 2,134 | 23                    | 26,590 | 119                   | 122,702 | 261    | 258,561 |
| Colonies.....                   | 3          | 1,187  | 1                       | 635   | 6                     | 2,490  | 56                    | 26,480  | 116    | 52,703  |
| America, United States of.....  | 4          | 1,508  | 3                       | 693   | 6                     | 3,906  | 70                    | 30,648  | 138    | 65,615  |
| Austro-Hungarian.....           | 1          | 454    | .....                   | ..... | 1                     | 747    | 3                     | 2,183   | 12     | 6,212   |
| Danish.....                     | 3          | 2,661  | .....                   | ..... | 7                     | 1,144  | 19                    | 6,647   | 36     | 11,890  |
| Dutch.....                      | 1          | 197    | .....                   | ..... | 2                     | 1,799  | 8                     | 3,397   | 25     | 15,607  |
| French.....                     | 4          | 774    | .....                   | ..... | 2                     | 245    | 22                    | 12,138  | 46     | 28,631  |
| German.....                     | 2          | 990    | .....                   | ..... | 10                    | 5,935  | 31                    | 23,898  | 87     | 55,217  |
| Italian.....                    | 3          | 995    | .....                   | ..... | 2                     | 978    | 26                    | 9,511   | 75     | 41,479  |
| Norwegian.....                  | 8          | 2,470  | .....                   | ..... | 19                    | 10,443 | 110                   | 55,478  | 202    | 100,662 |
| Russian.....                    | 1          | 147    | .....                   | ..... | 1                     | 609    | 18                    | 5,634   | 30     | 11,230  |
| Spanish.....                    | 2          | 1,215  | .....                   | ..... | .....                 | .....  | 4                     | 2,667   | 18     | 12,215  |
| Swedish.....                    | 1          | 160    | .....                   | ..... | .....                 | .....  | 23                    | 6,904   | 46     | 14,757  |
| Other European nations.....     | 2          | 473    | 1                       | 248   | 3                     | 4,763  | 14                    | 4,492   | 32     | 15,024  |
| Central and South American..... | .....      | .....  | 3                       | 2,493 | .....                 | .....  | 10                    | 4,467   | 21     | 11,466  |
| Asia.....                       | .....      | .....  | .....                   | ..... | .....                 | .....  | 5                     | 4,388   | 8      | 7,228   |
| Other countries.....            | .....      | .....  | 1                       | 474   | .....                 | .....  | .....                 | .....   | 1      | 474     |
| Total.....                      | 47         | 23,457 | 10                      | 6,677 | 82                    | 59,649 | 538                   | 321,634 | 1,154  | 708,971 |

NOTE.—Material of construction of above vessels: Steel, 58—85,175 tons; iron, 260—295,086 tons; wood and composite, 836—328,710 tons.

<sup>1</sup>Some cases of condemnation may have been consequent upon stress of weather, etc., experienced prior to the period covered by the return. Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the dates of the casualties, under "Burned," "Collision," "Wrecked," etc.

<sup>2</sup>Under the heading "Lost, etc.," are included total losses which, for want of sufficient information, or for other reasons, can not be otherwise classified.

<sup>3</sup>Under the heading "Missing" are included only vessels posted or reported during the year as missing.

<sup>4</sup>Under the heading "Wrecked" are included vessels lost through stranding or through striking rocks, sunken wrecks, etc.

<sup>5</sup>This vessel is the *Kow Shing*, sunk by a torpedo.



## APPENDIX N.

## REPAIRED WRECKS.

## OPINION OF SOLICITOR-GENERAL.

DEPARTMENT OF JUSTICE,  
Washington, September 29, 1891.

SIR: On the 22d instant you transmitted to the Attorney-General the application of Benjamin F. Clyde for the registry of the foreign-built schooner *Croatan*, formerly called the *Joaquin Ancona*, and requested his opinion whether such registry should be granted. The facts are that the vessel was built by a foreigner in a foreign country, was wrecked in American waters, and the wreck was towed by direction of her foreign owner to an American shipyard, where she was repaired. The repairs made upon her before she was ready for service again exceeded three-fourths of the cost of the vessel when repaired. Some years after her restoration, and after sailing under a foreign flag, she was sold by her foreign owner to a citizen of the United States.

Section 4136 of the Revised Statutes provides that the Secretary of the Treasury may issue a register or enrollment for any vessel built in a foreign country whenever such vessel shall be wrecked in the United States and shall be purchased and repaired by a citizen of the United States if it shall be proved to the satisfaction of the Secretary that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.

The question is, Do the facts above stated bring the *Croatan* within the benefit of the section? If the section is to be literally and strictly construed, they do not. The natural meaning of the language would limit the privilege of registry therein conferred to a vessel which had first been purchased and then repaired by a citizen of the United States. Such a construction, however, is too narrow. By section 4132 vessels built within the United States and belonging wholly to citizens thereof may be registered as vessels of the United States. It is clear that under this section if a foreigner should build a vessel in the United States, sail it under a foreign flag, and then sell it to a citizen of the United States such citizen might obtain registry for the vessel as an American vessel. The plain intention of section 4136 was to give to wrecked vessels which were practically rebuilt in the United States the same privilege that vessels would have if wholly built within the United States. Its ultimate purpose was to aid American shipbuilding, and it was evidently considered by Congress that the rebuilding of three-fourths of a vessel was to be encouraged as well as the building of a vessel entire. The section must be construed in connection with section 4132 and in the light of the general purpose of Congress in the passage of both sections. Otherwise, and following the letter of the section, a foreign-built vessel wrecked in the United States and purchased and repaired by a citizen of the United States in a foreign port would be entitled to American registry.

A result so plainly contrary to the spirit of the section and the intention of Congress shows the necessity of not following too closely the letter of the statute and warrants even a slight variation therefrom to carry out the plain purpose of the enactment. By transposing the words "purchased and repaired," so that the section shall read "repaired and purchased" by a citizen of the United States, the section would be made literally to include within its benefit the vessel here in question, and I do not think it is doing violence to the language of the section to hold that it may be so construed, considering the evident intention of Congress in its enactment. Your own Department, by Treasury decision No. 8688, granted registry to a British vessel which was wrecked in the waters of the United States, transferred to a British subject as the agent of the British underwriters, who made a contract to raise her, subsequently sold her to an American citizen, the consideration being a sum of money in addition to an assumption by the latter of bills incurred by the British subject in raising her before the sale. Repairs were then made upon her, which, together with the amount expended in raising her, exceeded three-fourths of the cost of the vessel when so repaired. It is obvious that a very considerable part of that which was counted as repairs, namely, the expense of raising the vessel, was expended by a British subject, and that the case did not come literally within section 4136 any more than the one under discussion. But an authority which is more directly in point is a decision by Attorney-General Black, to be found in the ninth volume of *Opinions of Attorneys-General*, page 424. The question was there asked by the Secretary of the Treasury whether a vessel built in the United States but transferred to a foreign owner and afterwards wrecked in the waters of the United States and purchased and repaired by an American citizen was entitled to registry under what has since become section 4136. Judge Black, after stating the case, uses the following language:

"Does this case come within the act of 1852 so as to entitle the vessel so purchased and repaired to registry? Literally it does not, for the words of the act



require the vessel to have been built in a foreign country, whereas this vessel was built here and became a foreign vessel by the transfer of it to a foreign owner. But though the case be not within the strict letter of the law, it is within its spirit and general intent, which manifestly was to let all foreign vessels wrecked and repaired in the United States and purchased by American citizens have the benefit of American registry. I am therefore of opinion that the party who has made this application is entitled to what he asks for."

The statement of the intention of Congress made by Judge Black in this opinion would include the vessel with respect to whose registry you ask the question, and the departure from the letter of the section by him in the case there decided was even greater than is required in the present case to grant the registry. You are therefore advised that the application of Mr. Clyde should be granted.

You accompanied your request for an opinion with papers containing evidence upon which under section 4136 you are called upon to decide, first, whether the vessel was wrecked; second, whether the wreck took place in the United States; third, whether the repairs made upon her in the United States before she was ready for service again after the wreck were equal to three-fourths of the cost of the vessel when repaired. This opinion has been found in favor of the applicant. The Attorney-General, in discharging the duty imposed him by section 356 of the Revised Statutes, is required only to answer questions of law and can not consider questions of fact upon evidence submitted. (19 Opin. A. G., 672.)

The papers inclosed with the letter requesting an opinion are herewith returned.

Very respectfully,

WM. H. TAFT, *Solicitor-General*.

W. H. H. MILLER, *Attorney-General*.

Approved.

The SECRETARY OF THE TREASURY.

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#### OPINION OF ATTORNEY-GENERAL.

DEPARTMENT OF JUSTICE,  
Washington, D. C., July 19, 1895.

SIR: I have the honor to answer the questions in yours of the 10th instant. They are, first, whether the application for registry of the *Southery*, under section 4136 of the Revised Statutes, which has been denied by your Department on the ground that the vessel was not "wrecked in the United States," was properly refused, and second, "what, in law, is sufficient injury to answer the condition 'wrecked'?"

It appears from your statement and the accompanying papers that the ship was wrecked and abandoned on Alacran Reef, which is not in the United States, but several hundred miles from our nearest coast, and subsequently towed into the United States, where she was purchased and repaired by American citizens, the repairs amounting to more than three times the price paid for the wreck at marshal's sale, which I presume you consider equivalent to "three-fourths of the cost of the vessel when so repaired," as the application was refused on the ground that the "evidence did not show that the injuries to the vessel, constituting her a wreck, were received in the United States."

In view of the extremely liberal construction which has been given to all the other provisions of section 4136 (9 Opin., 424; 15 Opin., 402; 20 Opin., 253), I should not hesitate to say, if the question remained open, that the clause "wrecked in the United States" was not intended by Congress to limit the benefits of that section to vessels which receive within the boundaries of this country the injuries which constitute them wrecks, but intended them to apply to any foreign-built vessel in the United States in such a state of wreck as to require virtual rebuilding, provided she should be purchased and repaired by American citizens. This construction certainly carries out the well-known object of the law and can be given without doing violence to its language, although such language is capable of the other construction, and at first sight seems to carry it.

Your question, however, being whether you rightly denied the application, I am compelled to answer yes, because in so doing you merely followed the express regulations and long-settled practice of your Department, which have put the narrower construction on the clause "wrecked in the United States." And in 1875, in the case of *The United States v. The brig Victoria Perez* (8 Ben., 109) Judge Benedict, having the exact question before him, gave the language the same construction. He conceded the force of the opposing argument, but based his decision upon the long and well-settled construction which your Department had given.

The question, therefore, really is one for you to settle yourself, viz, whether you will change the regulations and practice of your Department. You undoubtedly have the right to do this, the true meaning of the law being at least doubtful. Whether



you should do it or not depends upon considerations with which you are doubtless quite as familiar as I, and probably more so.

Your second, so far as it is one of law, becomes a moot question unless I assume that you propose to change the practice of your Department or reconsider your finding of fact. As you may do either or both, however, it would not violate the well-settled rule of this Department to answer it. It was rightly held in an opinion given your Department many years ago (15 Opin., 402), that the word "wreck" in section 4136 "must be taken in a very comprehensive sense \* \* \* as applicable to a vessel which is disabled and rendered unfit for navigation, whether this state of the vessel has been caused by the wind or the waves, by stranding, by fire, by explosion of boilers, or by any other casualty." This definition is not broader than the intention of Congress, and you will be justified in holding a vessel to be wrecked when she is in a condition unfit for use, no matter how brought about. For instance, without attempting to pass upon the disputed question of fact presented by the claims of the applicant and the resistant, if, as claimed by the former, the vessel, though somewhat leaky and injured before, struck ground on her way to Erie Basin, in consequence of which she sank therein, necessitating raising, dry docking, and repairs to put her in such condition that she could go to the place where it had been decided to make the permanent repairs, this would undoubtedly constitute a wrecking, and the vessel would also have been "wrecked in the United States."

There is nothing in what has been said above to prevent the ruling, which I think is required to carry out the manifest object of the statute, that if any of the injuries which have made the vessel a wreck were received in the United States she should be held to come within the law, although others had been received elsewhere.

Nor would failure to use diligence or the best means of avoiding such further injuries prevent the above conclusion, always assuming the absence of bad faith with respect to the registry law in question.

This opinion is to be taken as supplementary to that of my immediate predecessor with respect to the same case at an earlier stage, to which your letter did not refer and to which my attention was not called until the above opinion was written.

Respectfully,

JUDSON HARMON, *Attorney-General*.

The SECRETARY OF THE TREASURY.

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#### EFFECTS OF DECEASED SEAMEN.

UNITED STATES CIRCUIT COURT, SOUTHERN DISTRICT OF NEW YORK.

IN THE MATTER OF THE APPLICATION OF MAURICE J. POWER, UNITED STATES SHIPPING COMMISSIONER, TO BE RELIEVED FROM THE CUSTODY OF DECEASED SEAMEN'S EFFECTS.

LACOMBE, *Circuit Judge*.

The petition shows that on the 16th of August, 1893, the shipping commissioner received from his predecessor in office certain effects of deceased seamen which had been deposited with said predecessor during several years of his incumbency of the said office, a schedule of such effects being annexed to the petition. The Revised Statutes provide that in case of death of any seaman or apprentice who is at the time of his death entitled to claim from the master or owner of any vessel in which he has served any unpaid wages or effects such master or owner shall pay and deliver the same to the shipping commissioner. (Rev. Stat., sec. 4542.) Within one week after receiving such money, wages, or effects, the shipping commissioner is to pay, remit, or deliver the same to the circuit court subject to such deductions as may be allowed by the circuit court for expenses incurred in respect to such money and effects. (Sec. 4542.) Many years ago it was held by Mr. Justice Blatchford, then circuit judge and sitting in this district, that the shipping commissioner being an officer of the court, the effects delivered to the court under section 4543 might be placed in his custody to be kept until claimed in the manner provided by section 4544. This was necessary because the quarters assigned to the circuit court for this district in the Federal Building were so restricted that it was impossible to make room for the various sea chests and bags of seamen's dunnage which were accumulating under the provisions of the shipping act, and inasmuch as the Treasury Department provided the shipping commissioner with quarters or with the means to hire quarters commodious enough to accommodate such accumulation, that disposition of the effects was the most convenient.

Since the appointment of the present shipping commissioner he has paid the rent, \$25 a month, for the premises in the basement of No. 19 Pearl street, in which the accumulations of seamen's effects on hand when he took office were stored; but the



Treasury Department no longer allows or audits any claim by him for such rent, he being furnished with quarters in the barge office for the transaction of his business as shipping commissioner. It further appears that the room available in the barge office is not more than sufficient to accommodate the accumulations of seamen's effects during his own term and such additions as may be expected during the current year. He therefore applies (1) for an allowance by the circuit court for expenses incurred in respect to such effects, namely, the rent of the premises where they are stored, under section 4543; and (2) for instructions as to future dispositions of the past accumulations.

This court now holds accumulations of unclaimed wages of deceased seamen much more than sufficient to pay the expenses incurred in taking care of the effects, but the section evidently contemplates that the expenses incurred in respect to the effects of each individual seaman shall be deducted from the money or effects of that particular seaman and not from the unclaimed wages of other seamen. The court therefore can not allow the rent of the premises in Pearl street as a charge against the general fund representing unclaimed wages of deceased seamen.

There is no place in the Federal Building, now assigned for the use of this court, where such effects could be placed, and they should therefore be kept by the shipping commissioner in such place as may be furnished by the Treasury Department or other proper authority. By most unwise legislation Congress has provided for the retention of these effects of deceased seamen for six years or more without any discrimination as to what are valuable and what are valueless; but so long as the statutes require the court or the shipping commissioner, as its officer, to keep them, the obligation of providing a place for such keeping would seem to rest with the particular Department or officer whose duty it is, under the Federal law, to provide quarters for the performance of such duties as the statutes require to be performed.

A copy.  
[SEAL.]

JOHN F. SHIELDS, *Clerk.*

#### DISPLAY OF TORCH.

#### OPINION OF ATTORNEY-GENERAL.

DEPARTMENT OF JUSTICE,  
*Washington, D. C., September 25, 1895.*

SIR: In a letter of 12th instant you ask my opinion whether the provision of section 4234, requiring sailing vessels to show a lighted torch on the approach of any steam vessel during the nighttime, was repealed by section 3 of the act of February 19, 1895, which reenacts portions of section 4234, but omits that relating to torches. I have the honor to say that in my opinion there was no such repeal. Section 4234 is part of general chapter 5, relating to navigation and providing rules for preventing collisions, to be observed by American vessels on all waters. August 19, 1890, an act was passed (26 Stats., 320) making regulations for preventing collisions, to be observed by American vessels on the high seas and connecting waters. This act was passed pursuant to a plan for the adoption of a common code of regulations by maritime nations, and therefore section 3 provided that it should take effect at a time to be fixed by the President's proclamation. Such proclamation has not been issued, and the act, therefore, is not yet in force. Congress, however, anticipating that such proclamation would be issued on or before March 1, 1895, passed two acts, which, with that of 1890, would cover the various navigable waters formerly dealt with together in the general chapter on navigation.

The first was that of February 8, 1895 (28 Stats., 645), providing rules for preventing collisions, to be observed by American vessels "upon the Great Lakes and their connecting and tributary waters as far east as Montreal." It was made to take effect on and after March 1, 1895. The other was that of February 19, 1895, to which you refer (28 Stats., 672), which covered "harbors, rivers, and inland waters of the United States except the Great Lakes and their connecting and tributary waters as far east as Montreal," and is stated in the caption to be supplementary to the act of August 19, 1890, above mentioned. Article 30 of the act of 1890 had provided for special rules for harbors, etc., and the act of February 19, 1895, undertook to provide these on and after March 1, 1895, by adopting as such special rules the provisions of certain sections of the Revised Statutes which are mentioned by number and include 4233 but not 4234. In section 3 the first part of the first sentence of section 4234, requiring all sailing vessels to be furnished with proper signal lights, is literally quoted, but the last part of the sentence requiring the showing of a lighted torch is omitted. The last sentence of section 4234, providing the penalty, is also repeated, changing the expression "navigated without complying with the provisions of this and the preceding section" to "navigated without complying with the statutes of the United States or the regulations that may be lawfully made thereunder." The



act of August 19, 1890, section 2, repeals all laws and parts of laws inconsistent with its own provisions, but such repeal, even if it applied to section 4234, in so far as that section relates to harbors, has not taken effect. The act of February 8, 1895, likewise repeals all laws and parts of laws inconsistent therewith so far as applicable to the navigation of the Great Lakes, etc. The act of February 19, 1895, contains no express repeal in any form.

This state of legislation is novel and the question presented is not easy to answer, but in view of the established rules which permit the declaration of repeals by implication only in cases of absolute inconsistency (3 Howd., 646; 16 Peters, 362), section 4234 can not be held to be repealed, and its provisions therefore applied to the case of the schooner *Wm. A. Steelman*, in the harbor of Baltimore, to which your question relates.

Respectfully,

JUDSON HARMON, *Attorney-General*.

The SECRETARY OF THE TREASURY.

### BONDS ABOLISHED.

*List of vessel bonds issued at different ports in the United States for 1893-94.*

| Port.                                    | Registered. | Enrolled. | Licensed. | Total. |
|------------------------------------------|-------------|-----------|-----------|--------|
| Houlton, Me.                             |             |           |           |        |
| Bangor, Me.                              | 15          | 48        | 128       | 191    |
| Bath, Me.                                | 8           | 135       | 229       | 372    |
| Belfast, Me.                             | 2           | 18        | 44        | 64     |
| Castine, Me.                             | 3           | 10        | 44        | 57     |
| Ellsworth, Me.                           | 6           | 43        | 234       | 283    |
| Machias, Me.                             | 79          | 77        | 210       | 366    |
| Kennebunk, Me.                           |             |           | 23        | 23     |
| Eastport, Me.                            | 61          | 54        | 149       | 264    |
| Portland, Me.                            | 77          | 70        | 243       | 390    |
| Saco, Me.                                | 3           | 9         | 3         | 15     |
| Waldoboro, Me.                           | 20          | 85        | 403       | 508    |
| Wiscasset, Me.                           | 10          | 16        | 108       | 134    |
| York, Me.                                |             | 1         | 6         | 7      |
| Portsmouth, N. H.                        | 14          | 8         | 50        | 72     |
| Burlington, Vt.                          |             | 2         | 25        | 27     |
| Bristol, R. I.                           |             | 2         | 17        | 19     |
| Newport, R. I.                           | 1           | 14        | 160       | 175    |
| Providence, R. I.                        | 2           | 39        | 158       | 199    |
| Bridgeport, Conn.                        |             | 46        | 238       | 284    |
| Hartford, Conn.                          |             | 16        | 87        | 103    |
| New Haven, Conn.                         | 1           | 45        | 266       | 312    |
| New London, Conn.                        |             | 71        | 73        | 144    |
| Stonington, Conn.                        |             | 32        | 65        | 97     |
| Barnstable, Mass.                        | 10          | 57        | 371       | 438    |
| Boston, Mass.                            | 209         | 261       | 634       | 1,104  |
| Edgartown, Mass.                         |             | 6         | 54        | 60     |
| Fall River, Mass.                        |             | 21        | 78        | 99     |
| Gloucester, Mass.                        | 77          | 153       | 502       | 732    |
| Marblehead, Mass.                        | 5           | 5         | 47        | 57     |
| Nantucket, Mass.                         |             | 4         | 23        | 27     |
| New Bedford, Mass.                       | 10          | 16        | 111       | 137    |
| Newburyport, Mass.                       | 7           | 5         | 19        | 31     |
| Plymouth, Mass.                          | 4           | 1         | 11        | 16     |
| Salem, Mass.                             |             | 107       |           | 107    |
| Buffalo, N. Y.                           |             | 116       | 302       | 418    |
| Cape Vincent, N. Y.                      |             | 7         | 11        | 18     |
| Plattsburg, N. Y.                        |             | 48        | 221       | 269    |
| Dunkirk, N. Y.                           |             | 2         |           | 2      |
| Rochester, N. Y.                         |             | 7         | 22        | 29     |
| New York, N. Y.                          |             |           |           | 4,435  |
| Suspension Bridge, N. Y.                 |             |           | 56        | 56     |
| Ogdensburg, N. Y.                        |             | 20        | 57        | 77     |
| Oswego, N. Y.                            |             | 11        | 35        | 46     |
| Sag Harbor, N. Y.                        |             | 3         | 19        | 22     |
| Jersey City, N. J.                       |             |           |           |        |
| Bridgeton, N. J.                         |             |           | 519       | 519    |
| Burlington, N. J. (post-office, Trenton) |             |           |           |        |
| Somers Point, N. J.                      |             | 15        | 118       | 133    |
| Tuckerton, N. J.                         |             |           | 34        | 34     |
| Newark, N. J.                            | 1           | 46        | 101       | 148    |
| Perth Amboy, N. J.                       |             |           | 475       | 475    |
| Philadelphia, Pa.                        | 151         | 275       | 664       | 1,090  |
| Erie, Pa.                                |             | 11        | 55        | 66     |
| Camden, N. J.                            |             | 150       |           | 150    |
| Wilmington, Del.                         |             | 50        | 177       | 227    |



*List of vessel bonds issued at different ports in the United States for 1893-94—Continued.*

| Port.                                             | Registered. | Enrolled. | Licensed. | Total. |
|---------------------------------------------------|-------------|-----------|-----------|--------|
| Georgetown, D. C.                                 |             | 17        | 126       | 143    |
| Annapolis, Md.                                    |             | 13        | 183       | 196    |
| Baltimore, Md.                                    | 91          | 225       | 1, 214    | 1, 530 |
| Crisfield, Md.                                    |             | 52        | 884       | 936    |
| Alexandria, Va.                                   |             | 25        | 102       | 127    |
| Cherrystone, Va. (post-office, Cape Charles City) |             |           |           |        |
| Norfolk, Va.                                      | 29          | 43        | 496       | 568    |
| Petersburg, Va.                                   |             |           | 3         | 3      |
| Richmond, Va.                                     | 3           | 53        | 27        | 83     |
| Tappahannock, Va.                                 |             | 36        | 180       | 216    |
| Newport News, Va.                                 | 7           | 24        | 301       | 332    |
| Beaufort, N. C.                                   | 1           | 4         | 170       | 175    |
| Newbern, N. C.                                    | 3           | 20        | 188       | 211    |
| Edenton, N. C.                                    | 1           | 28        | 82        | 111    |
| Wilmington, N. C.                                 | 23          | 9         | 58        | 90     |
| Beaufort, S. C.                                   |             | 7         | 27        | 34     |
| Charleston, S. C.                                 | 6           | 21        | 169       | 196    |
| Georgetown, S. C.                                 | 6           | 3         | 28        | 37     |
| Brunswick, Ga.                                    | 8           | 54        | 105       | 167    |
| Savannah, Ga.                                     | 5           | 25        | 124       | 154    |
| St. Marys, Ga.                                    | 2           | 9         | 21        | 32     |
| Mobile, Ala.                                      | 20          | 34        | 158       | 212    |
| Shieldsboro, Miss.                                | 1           | 8         | 90        | 99     |
| Natchez, Miss.                                    |             | 2         | 4         | 6      |
| Vicksburg, Miss.                                  | 8           | 8         | 10        | 26     |
| Apalachicola, Fla.                                | 2           | 21        | 60        | 83     |
| Fernandina, Fla.                                  | 10          | 15        | 26        | 51     |
| Pensacola, Fla.                                   | 15          | 43        | 187       | 245    |
| St. Augustine, Fla.                               | 12          | 5         | 23        | 40     |
| Jacksonville, Fla.                                | 14          | 18        | 82        | 114    |
| Cedar Keys, Fla.                                  | 1           |           | 29        | 30     |
| Key West, Fla.                                    | 18          | 8         | 180       | 206    |
| Tampa, Fla.                                       | 4           | 28        | 49        | 81     |
| New Orleans, La.                                  | 9           | 53        | 433       | 495    |
| Brashear, La.                                     | 1           | 30        | 170       | 201    |
| Brownsville, Tex.                                 | 2           | 4         | 4         | 10     |
| Eagle Pass, Tex.                                  |             | 3         | 28        | 31     |
| Galveston, Tex.                                   | 13          | 59        | 236       | 308    |
| El Paso, Tex.                                     |             |           |           |        |
| Corpus Christi, Tex.                              |             | 2         | 37        | 39     |
| Cleveland, Ohio.                                  |             | 122       | 331       | 453    |
| Toledo, Ohio.                                     |             | 32        | 82        | 114    |
| Sandusky, Ohio.                                   |             | 51        | 113       | 164    |
| Grand Haven, Mich.                                |             | 96        | 276       | 372    |
| Detroit, Mich.                                    |             | 83        | 281       | 364    |
| Marquette, Mich.                                  |             | 32        | 161       | 193    |
| Port Huron, Mich.                                 |             | 136       | 427       | 563    |
| Chicago, Ill.                                     |             | 107       | 355       | 462    |
| St. Paul, Minn.                                   |             | 7         | 25        | 32     |
| Duluth, Minn.                                     |             | 27        | 69        | 96     |
| Milwaukee, Wis.                                   |             | 113       |           | 113    |
| Fort Benton, Mont.                                |             |           | 2         | 2      |
| San Francisco, Cal.                               | 120         | 263       | 669       | 1, 052 |
| San Diego, Cal.                                   | 11          | 2         | 11        | 24     |
| Los Angeles, Cal.                                 | 6           | 4         | 12        | 22     |
| Eureka, Cal.                                      | 14          | 10        | 30        | 54     |
| Astoria, Oreg.                                    | 2           | 8         | 16        | 26     |
| Portland, Oreg.                                   | 1           | 24        | 9         | 34     |
| Coos Bay, Oreg.                                   |             | 1         | 22        | 23     |
| Yaquina, Oreg.                                    |             | 3         | 8         | 11     |
| Port Townsend, Wash.                              | 114         | 86        | 123       | 323    |
| Sitka, Alaska.                                    |             |           |           | 28     |
| Nogales, Ariz.                                    |             | 3         | 2         | 5      |
| Pembina, N. Dak.                                  |             |           | 2         | 2      |
| Springfield, Mass.                                |             |           |           |        |
| Albany, N. Y.                                     |             | 64        | 232       | 296    |
| Port Jefferson, N. Y.                             |             | 23        | 74        | 97     |
| Patchogue, N. Y.                                  |             |           | 282       | 282    |
| Greenport, N. Y.                                  |             |           | 181       | 181    |
| Pittsburg, Pa.                                    |             | 48        | 156       | 204    |
| Wheeling, W. Va.                                  |             | 30        | 124       | 154    |
| Atlanta, Ga.                                      |             |           |           |        |
| Louisville, Ky.                                   |             | 16        | 44        | 60     |
| Paducah, Ky.                                      |             | 23        | 52        | 75     |
| Nashville, Tenn.                                  |             | 15        | 25        | 40     |
| Memphis, Tenn.                                    |             | 24        | 80        | 104    |
| Chattanooga, Tenn.                                |             |           | 29        | 29     |
| St. Louis, Mo.                                    |             | 35        | 204       | 239    |
| St. Joseph, Mo.                                   |             |           | 2         | 2      |
| Kansas City, Mo.                                  |             | 1         | 9         | 10     |
| Cincinnati, Ohio.                                 |             | 36        | 109       | 145    |
| Columbus, Ohio.                                   |             |           |           |        |



List of vessel bonds issued at different ports in the United States for 1893-94—Continued.

| Port.                     | Registered. | Enrolled. | Licensed. | Total. |
|---------------------------|-------------|-----------|-----------|--------|
| Evansville, Ind.....      |             | 12        | 2         | 14     |
| Indianapolis, Ind.....    |             |           |           |        |
| Michigan City, Ind.....   |             |           |           |        |
| Galena, Ill.....          |             | 1         | 1         | 2      |
| Peoria, Ill.....          |             | 5         | 10        | 15     |
| Cairo, Ill.....           |             | 2         | 18        | 20     |
| Rock Island, Ill.....     |             |           | 67        | 67     |
| Burlington, Iowa.....     |             | 47        |           | 47     |
| Sioux City, Iowa.....     |             |           |           |        |
| Dubuque, Iowa.....        |             | 7         | 23        | 30     |
| Council Bluffs, Iowa..... |             |           |           |        |
| Des Moines, Iowa.....     |             |           |           |        |
| Denver, Colo.....         |             |           |           |        |
| Omaha, Nebr.....          |             |           |           |        |
| Lincoln, Nebr.....        |             |           |           |        |
| La Crosse, Wis.....       |             | 13        | 55        | 68     |
| Grand Rapids, Mich.....   |             |           |           |        |
| Total.....                | 1,359       | 4,859     | 18,778    | 29,459 |

### COST OF UNITED STATES OCEAN MAIL SERVICE.

Statement showing the steamship lines by which mails were dispatched from the United States to foreign countries during the fiscal year ended June 30, 1895, the terminals of each line, whether the vessels employed were of United States or of foreign register, and the amount of compensation paid to each line for the services of its United States and of its foreign steamers, respectively.

[1. Vessels of United States register not under contract receive \$1.60 per pound for letters and post cards, and 8 cents per pound for other articles. 2. Vessels of foreign register, 5 francs per kilo (about 44 cents per pound) for letters and post cards, and 50 centimes per kilo (about 4½ cents per pound) for other articles.]

#### TRANSATLANTIC SERVICE.

| Name of line and terminals.                                  | Register.         | Compensation. |
|--------------------------------------------------------------|-------------------|---------------|
| International Navigation Co., New York to Southampton.....   | United States.... | \$220,257.68  |
| Do.....                                                      | Foreign.....      | 3,642.80      |
| Cunard, New York to Queenstown.....                          | do.....           | 144,752.11    |
| North German Lloyd, New York to Southampton and Bremen.....  | do.....           | 115,599.56    |
| White Star, New York to Queenstown.....                      | do.....           | 51,879.99     |
| Hamburg-American, New York to Southampton and Hamburg.....   | do.....           | 41,119.24     |
| Cunard, Boston to Queenstown and Liverpool.....              | do.....           | 1,106.96      |
| Anchor, New York to Glasgow.....                             | do.....           | 10.84         |
| Thingvalla, New York to Christiania.....                     | do.....           | 1.44          |
| American, Philadelphia to Queenstown and Liverpool.....      | United States.... | .56           |
| General Transatlantic, New York to Havre.....                | Foreign.....      | 29,229.52     |
| Red Star, New York to Antwerp.....                           | do.....           | 14.68         |
| Netherlands Steam Navigation Co., New York to Rotterdam..... | do.....           | 21.83         |
| American and African, New York to Cape Town.....             | do.....           | 39.93         |
| Union Steamship Company, Limited, New York to Cape Town..... | do.....           | 21.33         |
| Total.....                                                   |                   | 607,698.47    |

#### TRANSPACIFIC SERVICE.

##### 1. VESSELS OF UNITED STATES REGISTER.

| Name of line and terminals.                                 | Compensation. |
|-------------------------------------------------------------|---------------|
| Pacific Mail:                                               |               |
| San Francisco to Hongkong, via Hawaii and Japan.....        | \$15,636.55   |
| United States postal agency, Shanghai to San Francisco..... | 748.48        |
| Oceanic:                                                    |               |
| San Francisco to Australasian colonies <sup>1</sup> .....   | 55,000.00     |
| San Francisco to Hawaii.....                                | 5,379.57      |
| Total.....                                                  | 76,764.60     |

<sup>1</sup> Compensation \$60,000 per annum, less \$1,000 per trip for five trips performed by steamers of foreign register.



## TRANSPACIFIC SERVICE—Continued.

## 2. VESSELS OF FOREIGN REGISTER.

| Name of line and terminals.                                 | Compensation. |
|-------------------------------------------------------------|---------------|
| Occidental and Oriental:                                    |               |
| San Francisco to Hongkong, via Hawaii and Japan.....        | \$7, 089. 20  |
| United States postal agency, Shanghai to San Francisco..... | 371. 95       |
| Pacific Mail:                                               |               |
| San Francisco to Hongkong, via Hawaii and Japan.....        | 2, 611. 81    |
| United States postal agency, Shanghai to San Francisco..... | 145. 78       |
| Northern Pacific:                                           |               |
| Tacoma to Hongkong, via Hawaii and Japan.....               | 1, 194. 59    |
| United States postal agency, Shanghai to Tacoma.....        | 14. 46        |
| San Francisco to Tahiti and Marquesas Islands:              |               |
| J. Pinet & Co.....                                          | 189. 14       |
| M. Turner.....                                              | 105. 00       |
| San Francisco to Marshall and Gilbert Islands:              |               |
| Wilkins & Co.....                                           | 1. 06         |
| Weightman & Co.....                                         | . 93          |
| San Francisco to Hawaii:                                    |               |
| Hawaiian Corn and Sugar Co.....                             | 6. 06         |
| Total.....                                                  | 11, 729. 98   |

## MISCELLANEOUS SERVICE.

## 1. VESSELS OF UNITED STATES REGISTER.

|                                                                                               |               |
|-----------------------------------------------------------------------------------------------|---------------|
| Pacific Mail, New York to Colon.....                                                          | \$20, 188. 20 |
| Colombian, New York to Colon.....                                                             | 12, 656. 02   |
| Pacific Mail, San Francisco to Panama.....                                                    | 4, 991. 47    |
| Panama Steamship Co., San Francisco to Panama.....                                            | 223. 91       |
| Red D (Boulton, Bliss & Dallett), New York to Venezuela and Dutch West Indies:                |               |
| Contract service.....                                                                         | 79, 030. 00   |
| Noncontract service.....                                                                      | 693. 65       |
| New York and Cuba Mail:                                                                       |               |
| New York to Mexico (contract service).....                                                    | 130, 104. 00  |
| New York to Cuba (contract service).....                                                      | 73, 476. 00   |
| New York to Cuba (noncontract service).....                                                   | 629. 40       |
| Clyde, New York to Haiti, Santo Domingo, etc.....                                             | 2, 739. 45    |
| Royal Mail, New Orleans to Central America.....                                               | 8, 712. 97    |
| Oteri's Pioneer, New Orleans to Republic of Honduras.....                                     | 537. 78       |
| Morgan:                                                                                       |               |
| New Orleans to Nicaragua.....                                                                 | 803. 88       |
| New Orleans to Cuba.....                                                                      | 43. 71        |
| Buckman Fruit Co., Baltimore to Port Antonio.....                                             | . 30          |
| Pacific Coast:                                                                                |               |
| San Francisco to Mexico.....                                                                  | 825. 05       |
| San Francisco to British Columbia <sup>1</sup> .....                                          | 100. 49       |
| Puget Sound and Alaska, Port Townsend to British Columbia <sup>1</sup> .....                  | 212. 47       |
| American Express, Eastport to New Brunswick <sup>1</sup> .....                                | 15. 96        |
| Pacific Mail (inward), from pursers United States vessels to San Francisco <sup>2</sup> ..... | 28. 34        |
| Total.....                                                                                    | 336, 013. 05  |

<sup>1</sup> Compensation 1 cent a letter.<sup>2</sup> Compensation 2 cents a letter.



## MISCELLANEOUS SERVICE—Continued.

## 2. VESSELS OF FOREIGN REGISTER.

| Name of line and terminals.                                                 | Compensation. |
|-----------------------------------------------------------------------------|---------------|
| Lamport & Holt, New York to Brazil and La Plate countries.....              | \$6,077.47    |
| Knott's Prince, New York to Brazil and La Plate countries.....              | 503.78        |
| Sloman's Brazil, New York to Brazil and La Plate countries.....             | 208.77        |
| Booth, New York to West Indies and Brazil.....                              | 698.66        |
| Red Cross, New York to West Indies and Brazil.....                          | 671.39        |
| Norton & Son, New York to La Plate countries.....                           | 1,492.55      |
| Quebec, New York to West Indies and Venezuela.....                          | 2,058.36      |
| Trinidad, New York to West Indies and Venezuela.....                        | 1,108.27      |
| Royal Dutch West India Mail, New York to West Indies and Venezuela.....     | 568.40        |
| Atlas, New York to Haiti, Jamaica, etc.....                                 | 5,255.08      |
| Clyde, New York to Haiti, Santo Domingo, etc.....                           | 59.16         |
| Boston Fruit, Boston to Jamaica.....                                        | 223.73        |
| Knott's Prince, New York to Jamaica, Colombia, etc.....                     | 126.35        |
| Central American, New York to Jamaica, Guatemala, etc.....                  | 105.82        |
| K, New York to Jamaica.....                                                 | 24.53         |
| Merchants' Regular, New York to Jamaica, Nicaragua, etc.....                | 21.29         |
| Buckman Fruit, Baltimore to Jamaica.....                                    | .48           |
| New York and Porto Rico, New York to Porto Rico.....                        | 445.24        |
| Quebec, New York to Bermuda.....                                            | 1,972.31      |
| A. Bacon, New York to Bermuda.....                                          | 3.40          |
| New York and Cuba Mail, New York to Bahamas.....                            | 698.07        |
| Bahamas, New York to Bahamas.....                                           | 57.81         |
| Peoples', New York to Bahamas and Haiti.....                                | 7.51          |
| Cash & Curry, Key West to Bahamas.....                                      | 1.03          |
| J. H. Coleman, Key West to Bahamas.....                                     | 1.01          |
| A. E. Curry, Key West to Bahamas.....                                       | .92           |
| Earn Line, Philadelphia and Baltimore to Cuba and West Indies.....          | 93.17         |
| Spanish Transatlantic, New York to Cuba and Colombia.....                   | 25.76         |
| Demerara, New York to West Indies.....                                      | 329.48        |
| A. D. Strauss & Co., New York to West Indies.....                           | 4.99          |
| Royal Mail, New Orleans to British Honduras.....                            | 128.05        |
| Oteri's Pioneer, New Orleans to Republic of Honduras.....                   | 45.57         |
| Bluefields Banana, New Orleans to Nicaragua.....                            | 436.06        |
| Planters' Fruit, New Orleans to Guatemala.....                              | 24.30         |
| Costa Rica and Honduras, New Orleans to Costa Rica.....                     | 3,086.88      |
| Colombian, New Orleans to Colombia.....                                     | 306.91        |
| Colombia and Honduras, New Orleans to Colombia.....                         | 72.32         |
| Colombia Fruit, New Orleans to Colombia.....                                | 5.70          |
| Pacific Mail, San Francisco to Colombia, etc.....                           | 54.76         |
| J. B. Camors & Co., Mobile to Colombia.....                                 | 12.62         |
| John Wilson & Co., Mobile to Colombia.....                                  | 4.35          |
| Orr, Laubenheimer & Co., Mobile to British Honduras.....                    | 22.48         |
| Yarmouth, Boston to Nova Scotia <sup>1</sup> .....                          | 1,696.39      |
| Canada, Atlantic and Plant, Boston to Newfoundland, etc. <sup>1</sup> ..... | 1,665.42      |
| Allan, Philadelphia to Newfoundland.....                                    | 140.13        |
| Red Cross, New York to Newfoundland.....                                    | 126.92        |
| A. Booth Packing Co., Duluth to Canada <sup>1</sup> .....                   | 12.81         |
| Total.....                                                                  | 30,686.46     |

<sup>1</sup> Compensation 1 cent a letter.



*Cost of British ocean mail service, foreign and colonial packet service.*

| Line of packets.                                                                                                                                                            | Contracts.    |                      | Payment. | Penalties for overtime.                                                   | Contributions toward the cost of the service.                                                                            | Estimated receipts for sea postage. | Estimated British loss on the sea service. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------------|----------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------|
|                                                                                                                                                                             | Commencement. | Termination.         |          |                                                                           |                                                                                                                          |                                     |                                            |
| Australia:<br>Brindisi or Naples and Adelaide.                                                                                                                              | Feb. 1, 1888  | Jan. 31, 1898        | £170,000 | £100 for every 24 hours                                                   | South Australia, Victoria, and New South Wales. . . £75,000                                                              | £5,630                              | £90,600                                    |
| London and Sydney, and intermediate Australian ports. <sup>1</sup><br>Aden and Brisbane, Vancouver and Australian ports, San Francisco and New Zealand, colonial contracts. | July 1, 1886  | On 6 months' notice  | 21,230   |                                                                           |                                                                                                                          |                                     |                                            |
| Brazil, River Plate, and Chile:<br>Fortnightly service from Southampton.<br>Do. <sup>1</sup>                                                                                | Sept. 1, 1876 | do                   | 27,753   |                                                                           |                                                                                                                          |                                     |                                            |
| Fortnightly service from Liverpool.                                                                                                                                         | Sept. 1, 1889 | do                   | 221      |                                                                           |                                                                                                                          | 13,025                              | 9,700                                      |
|                                                                                                                                                                             | July 1, 1878  | do                   | 214,751  |                                                                           |                                                                                                                          |                                     |                                            |
| Canada and China.                                                                                                                                                           | Apr. 7, 1891  | Apr. 6, 1901         | 60,000   | £100 for every 12 hours                                                   | { Canada . . . . . £15,000<br>Admiralty . . . . . 7,300 }                                                                | 1,500                               | 36,200                                     |
| Cape of Good Hope and Natal (contracts with colonial governments).<br>Natal <sup>1</sup>                                                                                    | June 17, 1887 | On 6 months' notice  | 2768     |                                                                           |                                                                                                                          | 768                                 |                                            |
| East Indies and China.                                                                                                                                                      | Feb. 1, 1888  | Jan. 31, 1898        | 265,000  | { £200 for every 12 hours<br>late at Brindisi; in<br>other cases, £100. } | { India . . . . . £60,600<br>Ceylon . . . . . 1,400<br>Straits Settlements . . . . . 6,000<br>Hongkong . . . . . 6,000 } | 28,900                              | 165,500                                    |
| * Do. <sup>1</sup>                                                                                                                                                          | May 1, 1885   | On 6 months' notice  | 23,400   |                                                                           |                                                                                                                          |                                     |                                            |
| East coast of Africa:<br>Aden and Zanzibar.                                                                                                                                 | Nov. 5, 1892  | On 12 months' notice | 9,000    |                                                                           |                                                                                                                          | 100                                 | 8,900                                      |
| Europe:<br>Dover and Calais.                                                                                                                                                | June 21, 1893 | do                   | 25,000   | £5 for 20 minutes and<br>£5 for every additional<br>15 minutes.           |                                                                                                                          |                                     |                                            |
| Do. <sup>1</sup>                                                                                                                                                            | Oct. 1, 1887  | On 6 months' notice  | 21,960   |                                                                           |                                                                                                                          |                                     |                                            |
| Channel Islands and St. Malo<br>and Granville. <sup>1</sup>                                                                                                                 | Feb. 15, 1888 | do                   | 239      |                                                                           |                                                                                                                          | 39                                  |                                            |
| Grimsby and Hamburg <sup>1</sup>                                                                                                                                            | Apr. 16, 1893 | do                   | 2565     |                                                                           |                                                                                                                          | 565                                 |                                            |
| Liverpool, Constantinople, and Smyrna. <sup>1</sup>                                                                                                                         | Jan. 1, 1886  | do                   | 242      |                                                                           |                                                                                                                          | 42                                  |                                            |
| London to Hamburg <sup>1</sup>                                                                                                                                              | Jan. 1, 1886  | do                   | 2273     |                                                                           |                                                                                                                          | 273                                 |                                            |
| United Kingdom and Lisbon <sup>1</sup>                                                                                                                                      | Jan. 1, 1888  | do                   | 237      |                                                                           |                                                                                                                          | 37                                  |                                            |
| North America:<br>United Kingdom to New York.                                                                                                                               | Mar. 1, 1887  | On 12 months' notice | 2105,200 |                                                                           |                                                                                                                          | 41,800                              | 63,400                                     |
| Do. <sup>1</sup>                                                                                                                                                            | Mar. 31, 1889 | do                   | 264      |                                                                           |                                                                                                                          | 64                                  |                                            |



| Newfoundland (colonial con-<br>tract).  | Apr. 1, 1888   | On 3 months' notice... | 34,000   | .....                    | .....                    | 300    | 3,700  |
|-----------------------------------------|----------------|------------------------|----------|--------------------------|--------------------------|--------|--------|
| New York and Bermuda.....               | Jan. 1, 1889   | On 6 months' notice... | 2 660    | .....                    | .....                    | 100    | 560    |
| Liverpool to Mexico <sup>1</sup> .....  | Dec. 1, 1891   | .....do.....           | 2 85     | .....                    | .....                    | 85     | .....  |
| Panama and Valparaiso.....              | July 1, 1878   | .....do.....           | 2 5,180  | .....                    | .....                    | 2,280  | 2,900  |
| St. Helena and Ascension.....           | Oct. 1, 1893   | .....do.....           | 3,900    | .....                    | .....                    | 300    | 3,600  |
| West Indies:                            |                |                        |          |                          |                          |        |        |
| Fortnightly service.....                | July 1, 1890   | June 30, 1895.....     | 85,000   | £25 for every 24 hours.. | Antigua.....£1,091       |        |        |
| Additional services:                    |                |                        |          |                          | Barbados.....2,433       |        |        |
| Noncontract service.....                |                |                        | 2 159    | .....                    | British Guiana.....4,429 |        |        |
| Turks Islands (colonial con-<br>tract). | Oct. 27, 1888  | On 6 months' notice... | 3250     | .....                    | Dominica.....248         |        |        |
|                                         |                |                        |          |                          | Grenada.....651          |        |        |
|                                         |                |                        |          |                          | Jamaica.....5,780        |        |        |
|                                         |                |                        |          |                          | Montserrat.....121       | 16,060 | 49,500 |
|                                         |                |                        |          |                          | Nevis.....132            |        |        |
|                                         |                |                        |          |                          | St. Kitts.....643        |        |        |
|                                         |                |                        |          |                          | St. Lucia.....411        |        |        |
|                                         |                |                        |          |                          | St. Vincent.....618      |        |        |
|                                         |                |                        |          |                          | Tobago.....403           |        |        |
|                                         |                |                        |          |                          | Tortola.....28           |        |        |
|                                         |                |                        |          |                          | Trinidad.....2,861       |        |        |
| West coast of Africa.....               | Indefinite.... | .....                  | 2 13,985 | .....                    |                          |        |        |
| Do <sup>1</sup> .....                   | Jan. 1, 1888   | On 6 months' notice... | 2 405    | .....                    |                          | 3,990  | 10,400 |

<sup>1</sup> These contracts are for parcel mails only.<sup>2</sup> The payments in these cases depend upon the weight of mails conveyed by the packets.<sup>3</sup> These sums represent the imperial share of the cost of the services.



## THE CRIMPING SYSTEM.

The following extract is from the report of the commissioner of labor statistics of the State of New York for 1894:

The Atlantic Coast Seamen's Union, an organization of 5,000 members, with local agents in New York, Boston, and Philadelphia, sends the following to the bureau of labor statistics, through the local agent of the union, Mr. James H. Williams, of New York. It is submitted for the respectful consideration of the legislature:

"As a seaman and a representative of seamen, I desire to call the attention of the commissioner of labor statistics and the legislature to certain abuses and violations of the shipping laws as administered in the port of New York.

"Right here it will be quite apropos to state that the strict enforcement of these laws would mean a corresponding decrease in the earnings of a certain class of people who trade on the necessities of seamen, and who, therefore, openly violate the express conditions of the law every day in the year, to the great disadvantage of seamen.

"These people may fittingly be described as the middlemen of our calling, who, with a view to their own pecuniary advancement, obstruct the free intercourse between shipmasters and seamen when mutually contracting for a voyage.

"Owing to the fact that the merchant marine is the natural recruiting source of the navy, the sailor has always in maritime countries been regarded as a ward of the nation, for whose particular needs special legislation has been found necessary. Those governments who possess the strongest navies have invariably done the most for the protection of their merchant seamen and the encouragement of commerce afloat. Indeed, it may be laid down as an axiom that the naval and maritime standing of any nation is in exact ratio to the amount of protection accorded their merchant seamen. In pursuance of this time-honored policy, the Government of the United States has, from time to time, enacted laws for the better protection of our merchant seamen. These laws, although substantially the same as those of other maritime nations, differ from them in that they contain more of punitive and less of protective clauses affecting the seamen, and in being less specific on points where accurate specification is absolutely necessary in order to leave no loopholes whereby unscrupulous people may be enabled to evade the laws. That this very evil, resulting from the defectiveness of our shipping laws, has been brought about is evident from the flourishing condition of the pernicious 'crimping system,' as practiced throughout the United States, and particularly in the port of New York, which robs the sailor of nearly everything he earns.

"At the beginning of this statement mention was made of a certain class of people who trade on the necessities of seamen. Legally, and also in parliamentary and nautical vernacular, they are known as 'crimps,' although among their more intimate associates they are dignified by the appellation of shipping masters and agents. Their ostensible occupation in life is to procure crews for vessels. This, in other maritime countries, is a governmental function, the infringement of which by outside parties is considered a criminal offense and dealt with as such. Owing to the neglect of the United States Government to provide proper officers for the performance of this duty the crimps have never experienced any difficulty either in their efforts to rob the sailor or evade the law. So cunning, unscrupulous, and, withal, so powerful, in a political sense, in their respective localities, are these crimps that the smallest loophole in the law through which they can intrude their iniquitous methods speedily becomes a practical negation of the whole. For many years the crimps of New York have been banded together in an association strong enough to control the entire shipping of this port. Not only do they have it in their power to prevent a seaman from securing employment whenever it suits their purpose to do so, but they can also prevent the master of a vessel from getting a crew, unless he is willing to ship his men through their agencies. It is needless to add that they do not hesitate to use this power whenever occasion may require for the promotion of their own interests. Thus, when the master of a vessel wishes to engage a crew, not finding what he wants at the United States shipping commissioner's office, he is, perforce, compelled to apply to a crimp in order to be accommodated. If sailors happen to be scarce at the time the crimp will charge the captain so much per head for supplying him with men. If, on the other hand, sailors should happen to be plentiful, the crimp will not charge the captain anything for supplying him with a crew; in fact, he will even go the length, sometimes, of paying the captain a bonus for the privilege of shipping his men in order to prevent some other crimp from securing his business, taking care, however, to charge the sailor a correspondingly larger fee to make up the deficiency. This fee is known among sailors by the suggestive name of 'blood money.' The suggestiveness of the name does not in the least exaggerate its import. The 'blood money' in the port of New York ranges from \$1 to \$20, sometimes more, according to the length and nature of the voyage



and the rating of the seaman. As the wages paid to seamen in this port seldom exceed \$20 and are usually only about \$15 per month, it will readily be seen what a hardship the payment of these exorbitant fees works on 'poor Jack.' It is useless for the sailor to make any objection to this treatment. He has either got to pay the 'blood money' or starve in the streets. There is no alternative in the case; neither has he any resource whereby he can secure his rights. The fashion of paying ship-owners and masters for the privilege of supplying them with sailors by the crimps has become so common as to be looked upon as an established custom, and is considered by many shipowners and masters as a legitimate source of income; so much so, in fact, that the majority of them positively refuse to employ seamen on any other terms than what is prescribed by the crimps.

"Again, owing to the necessity which a seaman is under in consequence of the present United States law of relying on his advance or allotment note of wages for the payment of his board, clothing, etc., while on shore, the sailors' boarding house keepers, who, by the way, are closely allied with the crimps' association, have a fine opportunity, which, as a rule, they are not slow to take advantage of, to charge the sailors exorbitant prices for the accommodations to be paid for out of their advance.

"The effect of the advance system has been unqualifiedly bad. So far from being a provision against the seaman's improvidence, it has compelled improvidence by encouraging the crimping system. Wages paid before the beginning of a voyage involve, of course, a proportionate shortage of wages at the port of discharge, which result tends to throw the seaman upon the mercy of the crimps and to keep him in continual subjection to that class. In fact, the seamen in the majority of trades are necessarily working altogether for the crimps, and seldom handle one cent of the money they earn. It will be seen that such a condition compels improvidence, or, to use a more significant term, dissipation, for under the rule of the crimps the proportion of the seaman's wages which he gets over and above what he eats is neither more nor less than the proportion which he dissipates.

"As the sailor is invariably compelled to wait from three days to one week after coming ashore before he can receive his wages, he falls an easy prey to the crimps, who, by plying him freely with liquor during the interval, generally succeed in getting him so deeply in debt that it requires all his wages, and sometimes more even, to satisfy his creditors. From this time forward the sailor is not a free agent, but rather a chattel of the crimp. He is not permitted to look for a ship for himself, nor can he have any voice in deciding what his own wages shall be for his next voyage. All these preliminaries are arranged for him by the crimp, whose chattel he is. In addition to this, he must sign an allotment note for the full amount allowed by law, payable to the crimp. Thus it often happens that after a short stay ashore his allotment note of \$40 or \$50 does not begin to cover his indebtedness; at least that is what his boarding master claims, and he will have to go to sea short of clothing and other necessities.

"As a majority of these boarding houses belong to the crimps' association, unless a sailor goes to one of them, it is practically impossible for him to get a ship. It is unnecessary almost to add that the moral influence exercised on the sailor in these vile haunts is none of the best.

"In view of the foregoing, and if you have any regard for the future of our country as a naval and maritime power, I beseech you to appoint a committee to investigate the shipping system in the port of New York, which is a libel on our claim of being the foremost civilized nation on earth. The report issued by the Commissioner of Navigation conclusively shows—and figures don't lie, gentlemen—that native American seamen are getting scarcer and scarcer every year. Native Americans refuse to be outraged in every conceivable way by heartless crimps ashore and fiendish brutes afloat; hence their scarcity on board of our ships. When it is borne in mind that the gravest problem which confronts the Navy Department to-day is the manning of our new war ships, and that our chief dependence for the same is on mercenary foreigners, it is easy to be seen what a serious question this resolves itself into."

#### SUICIDES ON AMERICAN STEAMSHIPS.

The numerous cases which have occurred in recent years on German merchant steamers during the voyages across the ocean, where men belonging to the inferior engineer force, especially firemen, owing to excessive fatigue in the performance of their duties, aggravated in many instances by cruel treatment on the part of their superiors, have committed suicide by jumping overboard, led the German Government during the year to investigate the subject. Through the customary channels the Bureau was invited to prepare a report on the extent of the practice on American ocean steamships. The investigation showed that there are virtually no such suicides in the American merchant marine. Following are the questions propounded by this Bureau and the responses of managers of our ocean steamship lines:

(a) How many suicides among the machinery employees have been committed in the last five years on the vessels of your line?



- (b) To what extent ascribed to overfatigue?
- (c) To what extent ascribed to ill treatment?
- (d) To what extent ascribed to other causes?
- (e) What are the periods of work before the fires and of rest on your ships, and what are the regulations of your company concerning them?

Mr. George H. Higbee, manager of the International Navigation Company, states: "After carefully looking through our records for years we can find no case of suicide among employees in the engine or fire rooms on the steamers of this company. The period of work for these employees is four hours with a relief of eight hours, giving them eight hours' work out of the twenty-four."

Mr. Alfred G. Smith, secretary of the New York and Cuba Mail Steamship Company, states: "Our records do not show the number of suicides which occurred among the crew of our steamers during the past five years. Our marine superintendent, however, states from his recollection that there have been two or three cases of suicide among the firemen. We would not ascribe the cause to overfatigue, the work being regulated as hereinafter described. We do not ascribe the cause to ill treatment, as the men are relieved the moment they show any signs of weakness. We can not offer any probable causes to which such an act can be ascribed. The periods of work before the fires are four hours, with eight hours of rest. The men work in gangs of given numbers and are promptly and regularly relieved. They are not before the fires when our steamers are in port, and as the steamers of this line touch at a number of ports en route, remaining from one to three days, extra long periods of rest are thereby secured."

Messrs. Boulton, Bliss & Dallett, general managers of the Red D Line of steamships, state:

"We are happy to inform you that we have not had a single case of suicide among the firemen of any of our steamers during the last five years. They (the firemen) have four hours of work before the fires and then eight of rest. We have always endeavored to give our firemen good ventilation and plenty of air space in the fire room, and well-ventilated sleeping quarters. In addition to this, they get good food and plenty of it, and good wages (\$40 a month). Many of them have stuck to their ships for years in succession, some of them for six or seven years. The majority of firemen we employ are either Irish born or American born of Irish descent, of happy disposition, and not prone to commit suicide."

John D. Spreckels, manager of the Oceanic Line, states:

"There have been no suicides among the machinery employees on our vessels during the last five years, and there never has been a case on our lines. The periods of work before the fires on our vessels and of rest are four hours on duty and eight hours off duty. Nothing is served in the way of alcohol or malt drinks, our discipline being strict in this regard."

No reply has yet been received from the Pacific Mail Steamship Company. It may be stated that most of the inferior engineer personnel, especially firemen, of the transpacific line of this company are Chinese and Japanese.

#### LAWS PROPOSED TO BE REPEALED.

Following is the text of laws the repeal of which is proposed in section 15 of Bill L in this report:

SEC. 2570. The master of every vessel, bound to a port of delivery only, other than the port of Bayou Saint John, in the district of New Orleans, shall first come to at the port of New Orleans with his vessel, and there make report and entry, in writing, and pay, or secure to be paid, all legal duties, port-fees, and charges, in manner provided by law, before such vessel shall proceed to her port of delivery; and any vessel, bound to the port of Bayou Saint John, may first proceed to that port, and afterward make report and entry at the port of New Orleans, within the time by law limited; and the master of every vessel, arriving from a foreign port, or having goods on board of which the duties have not been paid or secured, and bound to any port within the district of New Orleans, other than New Orleans or Bayou Saint John, shall take an inspector on board at New Orleans before proceeding to such port. If any master of a vessel shall proceed to such port of delivery, contrary to the directions of this section, he shall be liable to a penalty of five hundred dollars.

SEC. 2571. All vessels bound to the port of Bayou Saint John shall, after proceeding thereto, and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the town of the Bayou Saint John, or at the basin of the canal of Carondelet, adjoining the city of New Orleans, under the rules and regulations prescribed by law.

SEC. 2572. All vessels bound to the port of Lakeport shall, after proceeding thereto and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at that port, under the regulations prescribed by law.



SEC. 2573. All vessels about to depart from the port of Lakeport to foreign ports shall be permitted to clear with their cargoes at the custom-house, in the city of New Orleans, and depart under the same rules, regulations, and restrictions, and in every respect in the same manner as vessels clearing for foreign ports from the city of New Orleans by the way of the Mississippi River.

SEC. 2574. All vessels bound to the port of Pontchartrain shall, after proceeding thereto, and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the port of Pontchartrain under the regulations prescribed by law.

SEC. 2575. All vessels about to depart for foreign ports from the town of Bayou Saint John, or basin of the canal de Carondelet, or the port of Pontchartrain, shall be permitted to clear with their cargoes at the custom-house in the city of New Orleans, and depart under the same regulations as vessels clearing for foreign places from the city of New Orleans by the way of the Mississippi River.

SEC. 2584. Any vessel of five hundred tons, or over, coming from or going to sea, may proceed directly to or from the port of Vallejo, and report through the deputy collector at that port to the collector of customs at San Francisco.

SEC. 2585. Any vessel of one hundred tons or over, coming from or going to sea, may proceed directly to or from [either] the port of Eureka [or the port of Wilmington], and report through the deputy collector of such port to the collector of customs at San Francisco.

SEC. 2824. When any merchandise is intended to be imported from any foreign country into the port of Vallejo, in California, such merchandise may be entered at the port of San Francisco and thereafter transported to Vallejo, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive; except that the powers and duties assigned by those sections to the surveyors of the ports of delivery, shall, at Vallejo, be exercised and performed by the deputy collector.

SEC. 2835. Vessels bound up James River, in the State of Virginia, shall not be required to stop in Hampton Roads to deposit a manifest with the collector at Norfolk. But the master of the revenue-cutter stationed at Norfolk shall, under the orders of the Secretary of the Treasury, board all such vessels, and indorse their manifests, and place an officer on board of each vessel bound up James River, having a cargo from a foreign port. If, however, there is no revenue-cutter on that station for the purpose of boarding vessels, or when the state of the weather may be such as to render it impracticable to send an officer on board any vessel bound up James River, having a cargo from a foreign port, the captain shall deposit, with the surveyor at Hampton, a copy of the manifest of the cargo on board such vessel.

SEC. 2897. The Secretary of the Treasury, under such rules and regulations as he shall prescribe, may permit salt imported from foreign places to be unladen on the right bank of the river Mississippi opposite the city of New Orleans, at any point on the right bank between the upper and lower corporate limits of the municipalities of the city.

SEC. 4133. No vessel shall be entitled to be registered, or, if registered, to the benefits of registry, if owned, in whole or in part by any citizen of the United States who usually resides in a foreign country, during the continuance of such residence, unless such citizen be a consul of the United States, or an agent for and a partner in some house of trade or copartnership, consisting of citizens of the United States actually carrying on trade within the United States.

SEC. 4134. No vessel shall be entitled to be registered as a vessel of the United States, or, if registered, to the benefits of registry, if owned in whole or in part by any person naturalized in the United States, and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be a consul or other public agent of the United States. Nothing contained in this section shall be construed to prevent the registering anew of any vessel before registered, in case of a sale thereof in good faith to any citizen resident in the United States; but satisfactory proof of the citizenship of the person on whose account a vessel may be purchased shall be exhibited to the collector, before a new register shall be granted for such vessel.

SEC. 4234. Collectors, or other chief officers of the customs, shall require all sail-vessels to be furnished with proper signal-lights, and every such vessel shall, on the approach of any steam-vessel during the night-time, show a lighted torch upon that point or quarter to which such steam-vessel shall be approaching. Every such vessel that shall be navigated without complying with the provisions of this and the preceding section, shall be liable to a penalty of two hundred dollars, one-half to go to the informer; for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any district court of the United States having jurisdiction of the offense.

SEC. 4306. Every vessel of the United States, going to any foreign country, shall, before she departs from the United States, at the request of the master, be furnished



by the collector for the district where such vessel may be, with a passport, the form for which shall be prescribed by the Secretary of State. In order to be entitled to such passport, the master of every such vessel shall be bound, with sufficient sureties, to the Treasurer of the United States, in the penalty of two thousand dollars, conditioned that the passport shall not be applied to the use or protection of any other vessel than the one described in it; and that, in case of the loss or sale of any vessel having such passport, the same shall, within three months, be delivered up to the collector from whom it was received, if the loss or sale take place within the United States; or within six months, if the same shall happen at any place nearer than the Cape of Good Hope; and within eighteen months, if at a more distant place.

SEC. 4307. If any vessel of the United States shall depart therefrom, and shall be bound to any foreign country, other than to some port in America, without such passport, the master of such vessel shall be liable to a penalty of two hundred dollars for every such offense.

SEC. 4589. The master of every vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, shall, at the first port at which such vessel arrives, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately make a protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained; distinguishing also whether he was an American citizen; and, if not, to what nation he belonged. Such master shall also transmit, by post or otherwise, every such protest made in a foreign country, to the nearest consul or agent, or to the minister of the United States resident in such country, if any such there be; preserving a duplicate of such protest, to be by him sent immediately after his arrival within the United States to the Secretary of State, together with information to whom the original protest was transmitted. In case such protest shall be made within the United States, or in any foreign country, in which no consul, agent, or minister of the United States resides, the same shall, as soon thereafter as practicable, be transmitted by such master, by post or otherwise, to the Secretary of State.

SEC. 4590. The collectors of the districts of the United States shall, from time to time, make known the provisions of the two preceding sections to all masters of vessels of the United States entering or clearing at their several offices. The master of every such vessel shall, before he is admitted to an entry by any such collector, be required to declare on oath whether any of the crew of the vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of the preceding section. Every master who willfully neglects or refuses to make the declarations herein required, or to perform the duties enjoined by the preceding section, shall be liable to a penalty of one hundred dollars. The collectors shall prosecute for any forfeiture that may be incurred under this section.



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STATEMENTS

SHOWING THE

MERCHANT TONNAGE OF THE UNITED STATES.

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YEAR ENDED JUNE 30, 1895.

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NO. 1.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED VESSELS OF THE UNITED STATES, JUNE 30, 1895.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons, net.]

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED.  |           |              |           | ENROLLED.    |            |              |           | LICENSED.      |          | TOTAL. |            |
|---------------------------------------------------|--------------|-----------|--------------|-----------|--------------|------------|--------------|-----------|----------------|----------|--------|------------|
|                                                   | Permanently. |           | Temporarily. |           | Permanently. |            | Temporarily. |           | Under 20 tons. |          |        |            |
|                                                   | No.          | Tons.     | No.          | Tons.     | No.          | Tons.      | No.          | Tons.     | No.            | Tons.    |        |            |
| MAINE.                                            |              |           |              |           |              |            |              |           |                |          |        |            |
| THE ATLANTIC AND GULF COASTS.                     |              |           |              |           |              |            |              |           |                |          |        |            |
| Passamaquoddy.....                                | 38           | 4,990.36  | 4            | 401.35    | 80           | 10,123.28  | 3            | 654.93    | 32             | 450.63   | 157    | 16,620.55  |
| Machias.....                                      | 18           | 3,504.74  | 3            | 520.68    | 118          | 9,321.29   | 1            | 101.76    | 37             | 527.15   | 177    | 13,975.62  |
| Frenchmans Bay.....                               | 2            | 166.82    | 2            | 351.55    | 137          | 9,744.69   | 4            | 485.14    | 66             | 751.66   | 211    | 11,499.86  |
| Castine.....                                      | .....        | .....     | 1            | 301.85    | 131          | 10,532.05  | 1            | 71.70     | 126            | 1,144.03 | 259    | 12,049.63  |
| Bangor.....                                       | 2            | 478.81    | .....        | .....     | 92           | 14,926.99  | .....        | .....     | 6              | 109.61   | 100    | 15,515.41  |
| Belfast.....                                      | 4            | 5,897.59  | .....        | .....     | 89           | 10,941.97  | 2            | 2,754.04  | 41             | 404.52   | 136    | 19,998.12  |
| Waldoboro.....                                    | 16           | 7,588.76  | 1            | 1,837.82  | 201          | 26,536.04  | 3            | 626.46    | 87             | 1,091.08 | 308    | 37,680.16  |
| Wiscasset.....                                    | .....        | .....     | .....        | .....     | 46           | 3,673.94   | .....        | .....     | 43             | 471.03   | 89     | 4,144.97   |
| Bath.....                                         | 21           | 40,725.18 | 3            | 4,484.63  | 143          | 64,935.10  | 5            | 4,323.01  | 41             | 672.94   | 213    | 115,140.86 |
| Portland and Falmouth.....                        | 26           | 20,337.08 | 7            | 4,403.61  | 127          | 26,705.37  | 2            | 1,619.08  | 71             | 983.22   | 233    | 54,048.36  |
| Saco.....                                         | .....        | .....     | .....        | .....     | 8            | 884.64     | .....        | .....     | 8              | 132.10   | 16     | 1,016.74   |
| Kennebunk.....                                    | .....        | .....     | 1            | 1,924.56  | 5            | 304.50     | .....        | .....     | 9              | 86.68    | 15     | 2,315.74   |
| York.....                                         | .....        | .....     | .....        | .....     | 4            | 212.23     | .....        | .....     | 2              | 19.45    | 6      | 231.68     |
| Total.....                                        | 127          | 83,689.34 | 22           | 14,226.05 | 1,181        | 188,842.09 | 21           | 10,636.12 | 569            | 6,844.10 | 1,920  | 304,237.70 |
| NEW HAMPSHIRE.                                    |              |           |              |           |              |            |              |           |                |          |        |            |
| Portsmouth.....                                   | .....        | .....     | 4            | 1,088.57  | 40           | 5,016.86   | 1            | 1,011.83  | 8              | 125.70   | 53     | 7,242.96   |
| MASSACHUSETTS.                                    |              |           |              |           |              |            |              |           |                |          |        |            |
| Newburyport.....                                  | 2            | 2,271.24  | 2            | 456.10    | 8            | 1,164.49   | .....        | .....     | 14             | 192.75   | 26     | 4,084.58   |
| Gloucester.....                                   | 1            | 49.10     | 4            | 865.49    | 371          | 32,891.97  | 2            | 183.20    | 70             | 892.88   | 448    | 34,882.64  |
| Salem and Beverly.....                            | .....        | .....     | 6            | 1,566.60  | 19           | 1,689.28   | 3            | 420.34    | 18             | 224.40   | 46     | 3,900.62   |
| Marblehead.....                                   | 1            | 594.16    | 2            | 647.82    | 14           | 2,598.15   | .....        | .....     | 15             | 211.35   | 32     | 4,051.48   |
| Boston and Charlestown.....                       | 65           | 39,741.74 | 36           | 15,998.14 | 349          | 129,373.17 | 25           | 11,863.28 | 63             | 1,186.38 | 538    | 198,162.71 |
| Plymouth.....                                     | .....        | .....     | 1            | 178.89    | 7            | 560.20     | .....        | .....     | 8              | 120.58   | 16     | 859.67     |
| Barnstable.....                                   | 11           | 1,205.99  | .....        | .....     | 88           | 17,117.65  | .....        | .....     | 120            | 1,068.83 | 219    | 19,392.47  |
| Nantucket.....                                    | .....        | .....     | .....        | .....     | 3            | 446.42     | .....        | .....     | 22             | 176.71   | 25     | 623.13     |
| Edgartown.....                                    | 3            | 324.02    | .....        | .....     | 5            | 281.48     | .....        | .....     | 24             | 272.59   | 32     | 878.09     |
| New Bedford.....                                  | 37           | 8,859.45  | 2            | 1,069.12  | 39           | 12,897.01  | 1            | 81.00     | 40             | 464.60   | 119    | 23,371.18  |
| Fall River.....                                   | .....        | .....     | .....        | .....     | 75           | 63,558.52  | 1            | 181.54    | 11             | 136.89   | 87     | 63,876.95  |
| Total.....                                        | 120          | 53,045.70 | 53           | 20,782.16 | 978          | 262,578.34 | 32           | 12,729.36 | 405            | 4,947.96 | 1,588  | 354,083.52 |







[illegible]



NO. 1.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED.  |            |              |            | ENROLLED.    |              |              |            | LICENSED.      |           | TOTAL. |              |
|---------------------------------------------------|--------------|------------|--------------|------------|--------------|--------------|--------------|------------|----------------|-----------|--------|--------------|
|                                                   | Permanently. |            | Temporarily. |            | Permanently. |              | Temporarily. |            | Under 20 tons. |           |        |              |
|                                                   | No.          | Tons.      | No.          | Tons.      | No.          | Tons.        | No.          | Tons.      | No.            | Tons.     |        |              |
| THE ATLANTIC AND GULF COASTS—Continued.           |              |            |              |            |              |              |              |            |                |           |        |              |
| FLORIDA.                                          |              |            |              |            |              |              |              |            |                |           |        |              |
| Fernandina .....                                  | .....        | .....      | .....        | .....      | 5            | 281.12       | 2            | 1,053.93   | 5              | 52.58     | 12     | 1,387.63     |
| St. Johns .....                                   | 2            | 52.12      | 3            | 1,018.48   | 32           | 3,373.32     | 1            | 259.92     | 31             | 504.69    | 69     | 5,208.53     |
| St. Augustine .....                               | 25           | 483.72     | .....        | .....      | 6            | 1,444.28     | 4            | 762.40     | 13             | 144.42    | 48     | 2,834.82     |
| Key West.....                                     | 34           | 1,589.74   | 1            | 26.21      | 17           | 649.02       | 3            | 2,593.26   | 145            | 1,552.58  | 200    | 6,410.81     |
| Tampa .....                                       | .....        | .....      | 1            | 1,598.49   | 13           | 597.66       | 8            | 5,806.01   | 51             | 621.63    | 73     | 8,623.79     |
| St. Marks .....                                   | .....        | .....      | .....        | .....      | 7            | 1,200.61     | .....        | .....      | 20             | 229.26    | 27     | 1,429.87     |
| Apalachicola .....                                | .....        | .....      | .....        | .....      | 12           | 1,160.91     | 9            | 3,975.63   | 27             | 342.75    | 48     | 5,479.29     |
| Pensacola .....                                   | 16           | 3,419.30   | 1            | 347.14     | 79           | 4,497.63     | 10           | 5,270.94   | 79             | 954.79    | 185    | 14,489.80    |
| Total.....                                        | 77           | 5,544.88   | 6            | 2,990.32   | 171          | 13,204.55    | 37           | 19,722.09  | 371            | 4,402.70  | 662    | 45,864.54    |
| ALABAMA.                                          |              |            |              |            |              |              |              |            |                |           |        |              |
| Mobile .....                                      | 6            | 1,161.15   | 6            | 2,531.08   | 66           | 7,170.43     | 10           | 5,906.13   | 84             | 939.27    | 172    | 17,708.06    |
| MISSISSIPPI.                                      |              |            |              |            |              |              |              |            |                |           |        |              |
| Pearl River.....                                  | 16           | 3,842.65   | 3            | 1,141.10   | 62           | 4,721.66     | 9            | 2,988.76   | 153            | 2,071.27  | 243    | 14,765.44    |
| LOUISIANA.                                        |              |            |              |            |              |              |              |            |                |           |        |              |
| New Orleans <sup>1</sup> .....                    | 15           | 10,334.63  | 6            | 5,657.41   | 38           | 12,289.50    | 3            | 1,909.50   | 162            | 1,883.71  | 224    | 32,074.75    |
| Teche.....                                        | 2            | 123.85     | .....        | .....      | 54           | 3,471.45     | 1            | 240.76     | 107            | 1,019.17  | 164    | 4,855.23     |
| Total.....                                        | 17           | 10,458.48  | 6            | 5,657.41   | 92           | 15,760.95    | 4            | 2,150.26   | 269            | 2,902.88  | 388    | 36,929.98    |
| TEXAS.                                            |              |            |              |            |              |              |              |            |                |           |        |              |
| Galveston.....                                    | 5            | 384.86     | 5            | 902.17     | 105          | 14,045.92    | 2            | 1,055.72   | 123            | 1,461.30  | 240    | 17,849.97    |
| Saluria.....                                      | .....        | .....      | .....        | .....      | 5            | 117.83       | .....        | .....      | 27             | 238.50    | 32     | 356.33       |
| Corpus Christi.....                               | .....        | .....      | .....        | .....      | 1            | 23.37        | .....        | .....      | 28             | 244.81    | 29     | 268.18       |
| Brazos de Santiago.....                           | 4            | 318.26     | .....        | .....      | .....        | .....        | .....        | .....      | 1              | 7.70      | 5      | 325.96       |
| Total.....                                        | 9            | 703.12     | 5            | 902.17     | 111          | 14,187.12    | 2            | 1,055.72   | 179            | 1,952.31  | 306    | 18,800.44    |
| Total Atlantic and Gulf coasts.....               | 607          | 457,742.90 | 282          | 188,669.45 | 8,792        | 1,787,537.67 | 330          | 160,146.59 | 7,125          | 85,682.30 | 17,136 | 2,679,778.91 |



## THE PACIFIC COAST.

## ARIZONA.

|                    |     |           |    |           |  |  |    |           |          |     |            |
|--------------------|-----|-----------|----|-----------|--|--|----|-----------|----------|-----|------------|
| Arizona.....       | 3   | 560.97    |    |           |  |  |    | 1         | 14.98    | 4   | 575.95     |
| San Diego.....     | 18  | 336.86    |    |           |  |  |    | 5         | 51.23    | 26  | 1,369.80   |
| Los Angeles.....   | 1   | 43.06     |    |           |  |  |    | 14        | 208.43   | 32  | 3,356.53   |
| San Francisco..... | 138 | 72,935.96 |    |           |  |  |    | 97        | 1,545.65 | 826 | 281,008.41 |
| Humboldt.....      | 2   | 707.36    |    |           |  |  |    | 5         | 77.48    | 24  | 4,145.07   |
| Total.....         | 159 | 74,023.24 | 32 | 40,922.74 |  |  | 14 | 10,033.21 | 1,882.79 | 908 | 289,879.81 |

## OREGON.

|                      |   |          |   |          |  |  |   |          |        |     |           |
|----------------------|---|----------|---|----------|--|--|---|----------|--------|-----|-----------|
| Southern Oregon..... |   |          |   |          |  |  |   |          |        |     |           |
| Yaquina.....         |   |          |   |          |  |  | 1 | 132.39   | 254.66 | 21  | 1,284.61  |
| Oregon.....          | 2 | 291.12   |   |          |  |  |   | 1        | 15.65  | 6   | 304.77    |
| Willamette.....      | 4 | 3,719.33 |   |          |  |  | 3 | 2,152.81 | 414.98 | 57  | 4,219.17  |
| Total.....           | 6 | 4,010.45 | 3 | 1,032.27 |  |  | 4 | 2,285.20 | 828.91 | 181 | 44,737.70 |

## WASHINGTON.

|                  |     |           |    |           |  |  |    |          |          |     |           |
|------------------|-----|-----------|----|-----------|--|--|----|----------|----------|-----|-----------|
| Puget Sound..... | 103 | 26,807.39 | 53 | 43,640.03 |  |  | 12 | 5,386.29 | 1,477.84 | 370 | 96,554.57 |
|------------------|-----|-----------|----|-----------|--|--|----|----------|----------|-----|-----------|

## ALASKA.

|                          |     |            |    |           |  |  |    |           |          |       |            |
|--------------------------|-----|------------|----|-----------|--|--|----|-----------|----------|-------|------------|
| Alaska.....              | 3   | 240.63     |    |           |  |  | 3  | 178.33    | 539.04   | 62    | 1,753.96   |
| Total Pacific coast..... | 274 | 105,642.68 | 88 | 85,595.04 |  |  | 33 | 17,883.03 | 4,743.56 | 1,525 | 433,501.99 |

## THE NORTHERN LAKES.

## VERMONT.

|              |  |  |  |  |  |  |  |  |  |    |          |
|--------------|--|--|--|--|--|--|--|--|--|----|----------|
| Vermont..... |  |  |  |  |  |  |  |  |  | 35 | 5,303.67 |
|--------------|--|--|--|--|--|--|--|--|--|----|----------|

## NEW YORK.

|                    |  |  |  |  |  |  |   |          |  |     |            |
|--------------------|--|--|--|--|--|--|---|----------|--|-----|------------|
| Champlain.....     |  |  |  |  |  |  |   |          |  |     |            |
| Oswegatchie.....   |  |  |  |  |  |  |   |          |  | 347 | 35,191.41  |
| Cape Vincent.....  |  |  |  |  |  |  | 1 | 73.36    |  | 49  | 23,545.59  |
| Oswego.....        |  |  |  |  |  |  | 1 | 120.00   |  | 56  | 3,675.78   |
| Genesee.....       |  |  |  |  |  |  |   |          |  | 44  | 8,404.13   |
| Niagara.....       |  |  |  |  |  |  |   |          |  | 22  | 5,408.68   |
| Buffalo Creek..... |  |  |  |  |  |  |   |          |  | 23  | 8,983.24   |
| Dunkirk.....       |  |  |  |  |  |  | 4 | 2,581.19 |  | 376 | 183,697.49 |
| Total.....         |  |  |  |  |  |  | 1 | 10.80    |  | 3   | 68.29      |
|                    |  |  |  |  |  |  | 7 | 2,785.35 |  | 920 | 268,974.61 |

<sup>1</sup>Seagoing vessels; for vessels in river trade see page 282.



NO. 1.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED.  |        |              |        | ENROLLED.    |              |              |          | LICENSED.      |        | TOTAL. |              |
|---------------------------------------------------|--------------|--------|--------------|--------|--------------|--------------|--------------|----------|----------------|--------|--------|--------------|
|                                                   | Permanently. |        | Temporarily. |        | Permanently. |              | Temporarily. |          | Under 20 tons. |        |        |              |
|                                                   | No.          | Tons.  | No.          | Tons.  | No.          | Tons.        | No.          | Tons.    | No.            | Tons.  | No.    | Tons.        |
| THE NORTHERN LAKES—Continued.                     |              |        |              |        |              |              |              |          |                |        |        |              |
| PENNSYLVANIA.                                     |              |        |              |        |              |              |              |          |                |        |        |              |
| Erie.....                                         | 1            | 119.45 |              |        | 58           | 36,418.95    |              |          |                |        | 59     | 36,538.40    |
| OHIO.                                             |              |        |              |        |              |              |              |          |                |        |        |              |
| Cuyahoga.....                                     |              |        |              |        | 257          | 236,843.50   |              |          |                |        | 257    | 236,843.50   |
| Sandusky.....                                     |              |        |              |        | 96           | 46,644.59    |              |          |                |        | 96     | 46,644.59    |
| Miami.....                                        |              |        |              |        | 82           | 22,412.52    |              |          |                |        | 82     | 22,412.52    |
| Total.....                                        |              |        |              |        | 435          | 305,900.61   |              |          |                |        | 435    | 305,900.61   |
| MICHIGAN.                                         |              |        |              |        |              |              |              |          |                |        |        |              |
| Detroit.....                                      |              |        |              |        | 285          | 162,560.97   | 3            | 981.11   |                |        | 288    | 163,542.08   |
| Huron.....                                        |              |        |              |        | 447          | 178,907.18   | 1            | 38.89    |                |        | 448    | 178,946.07   |
| Superior.....                                     |              |        |              |        | 166          | 72,143.31    | 2            | 2,506.84 |                |        | 168    | 74,650.15    |
| Michigan.....                                     |              |        |              |        | 278          | 33,825.87    | 4            | 158.70   |                |        | 282    | 33,984.57    |
| Total.....                                        |              |        |              |        | 1,176        | 447,437.33   | 10           | 3,685.54 |                |        | 1,186  | 451,122.87   |
| ILLINOIS.                                         |              |        |              |        |              |              |              |          |                |        |        |              |
| Chicago.....                                      |              |        |              |        | 298          | 80,143.07    | 1            | 63.63    |                |        | 299    | 80,206.70    |
| WISCONSIN.                                        |              |        |              |        |              |              |              |          |                |        |        |              |
| Milwaukee.....                                    |              |        |              |        | 349          | 87,858.40    | 1            | 68.84    |                |        | 350    | 87,927.24    |
| MINNESOTA.                                        |              |        |              |        |              |              |              |          |                |        |        |              |
| Duluth.....                                       |              |        |              |        | 58           | 5,485.04     |              |          |                |        | 58     | 5,485.04     |
| Total Northern lakes.....                         | 1            | 119.45 |              |        | 3,322        | 1,234,736.33 | 19           | 6,603.36 |                |        | 3,342  | 1,241,459.14 |
| THE WESTERN RIVERS.                               |              |        |              |        |              |              |              |          |                |        |        |              |
| LOUISIANA.                                        |              |        |              |        |              |              |              |          |                |        |        |              |
| New Orleans <sup>1</sup> .....                    | 4            | 117.08 | 4            | 300.21 | 91           | 15,341.05    | 7            | 1,704.90 | 23             | 540.84 | 129    | 18,004.08    |



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<sup>1</sup> Vessels for river trade only; for sea-going vessels see page 280.



NO. 1.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOM DISTRICTS IN WHICH DOCUMENTED. | REGISTERED.  |           |              |        | ENROLLED.    |            |              |          | LICENSED.      |          | TOTAL.     |
|--------------------------------------------------|--------------|-----------|--------------|--------|--------------|------------|--------------|----------|----------------|----------|------------|
|                                                  | Permanently. |           | Temporarily. |        | Permanently. |            | Temporarily. |          | Under 20 tons. |          |            |
|                                                  | No.          | Tons.     | No.          | Tons.  | No.          | Tons.      | No.          | Tons.    | No.            | Tons.    |            |
| THE WESTERN RIVERS—Continued.                    |              |           |              |        |              |            |              |          |                |          |            |
| ILLINOIS.                                        |              |           |              |        |              |            |              |          |                |          |            |
| Galena .....                                     | 1            | 64.77     | .....        | .....  | 1            | 64.77      | .....        | .....    | 12             | 141.44   | 64.77      |
| Rock Island .....                                | 50           | 6,185.64  | .....        | .....  | 50           | 6,185.64   | .....        | .....    | 3              | 27.58    | 6,327.08   |
| Peoria .....                                     | 7            | 458.09    | .....        | .....  | 7            | 458.09     | .....        | .....    | 3              | 56.16    | 485.67     |
| Cairo .....                                      | 12           | 2,831.78  | .....        | .....  | 12           | 2,831.78   | .....        | .....    | 2              | 1,065.96 | 3,953.90   |
| Total .....                                      | 70           | 9,540.28  | .....        | .....  | 70           | 9,540.28   | .....        | .....    | 18             | 225.18   | 10,831.42  |
| INDIANA.                                         |              |           |              |        |              |            |              |          |                |          |            |
| Evansville .....                                 | 48           | 5,179.59  | .....        | .....  | 48           | 5,179.59   | .....        | .....    | 3              | 53.11    | 5,232.70   |
| OHIO.                                            |              |           |              |        |              |            |              |          |                |          |            |
| Cincinnati .....                                 | 99           | 23,404.97 | .....        | .....  | 99           | 23,404.97  | .....        | .....    | 9              | 118.53   | 23,523.50  |
| WEST VIRGINIA.                                   |              |           |              |        |              |            |              |          |                |          |            |
| Wheeling .....                                   | 97           | 9,617.91  | .....        | .....  | 97           | 9,617.91   | .....        | .....    | 2              | 428.38   | 10,219.89  |
| PENNSYLVANIA.                                    |              |           |              |        |              |            |              |          |                |          |            |
| Pittsburg .....                                  | 165          | 43,267.38 | .....        | .....  | 165          | 43,267.38  | .....        | .....    | 1              | 248.34   | 43,573.09  |
| Total Western rivers .....                       | 4            | 117.08    | 4            | 300.21 | 1,080        | 274,456.01 | 16           | 4,103.61 | 133            | 2,243.06 | 281,219.97 |

## SUMMARY.

|                                |     |            |       |            |        |              |     |            |       |           |        |              |
|--------------------------------|-----|------------|-------|------------|--------|--------------|-----|------------|-------|-----------|--------|--------------|
| Atlantic and Gulf coasts ..... | 607 | 457,742.90 | 282   | 188,669.45 | 8,792  | 1,787,537.67 | 330 | 160,146.59 | 7,125 | 85,682.30 | 17,136 | 2,679,778.91 |
| Pacific coast .....            | 274 | 105,642.68 | 88    | 85,595.04  | 816    | 219,637.68   | 33  | 17,883.03  | 314   | 4,743.56  | 1,525  | 433,501.99   |
| Northern lakes .....           | 1   | 119.45     | ..... | .....      | 3,322  | 1,234,736.33 | 19  | 6,603.36   | ..... | .....     | 3,342  | 1,241,459.14 |
| Western rivers .....           | 4   | 117.08     | 4     | 300.21     | 1,080  | 274,456.01   | 16  | 4,103.61   | 133   | 2,243.06  | 1,237  | 281,219.97   |
| Grand total .....              | 886 | 563,622.11 | 374   | 274,564.70 | 14,010 | 3,516,367.69 | 398 | 188,736.59 | 7,572 | 92,668.92 | 23,240 | 4,635,960.01 |



No. 2.—STATEMENT SHOWING, BY STATES AND TERRITORIES, THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND TERRITORIES IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |              | LICENSED. |           | TOTAL. |              |
|---------------------------------------------|-------------|------------|-----------|--------------|-----------|-----------|--------|--------------|
|                                             | No.         | Tons.      | No.       | Tons.        | No.       | Tons.     | No.    | Tons.        |
| Maine.....                                  | 149         | 97,915.39  | 1,202     | 199,478.21   | 569       | 6,844.10  | 1,920  | 304,237.70   |
| New Hampshire...                            | 4           | 1,088.57   | 41        | 6,028.69     | 8         | 125.70    | 53     | 7,242.96     |
| Vermont.....                                |             |            | 35        | 5,303.67     |           |           | 35     | 5,303.67     |
| Massachusetts.....                          | 173         | 73,827.86  | 1,010     | 275,307.70   | 405       | 4,947.96  | 1,588  | 354,083.52   |
| Rhode Island.....                           | 2           | 1,812.17   | 96        | 34,034.91    | 111       | 1,179.38  | 209    | 37,026.46    |
| Connecticut.....                            | 3           | 1,208.12   | 522       | 138,378.69   | 314       | 3,743.76  | 839    | 143,330.57   |
| New York.....                               | 261         | 342,071.57 | 3,577     | 961,594.12   | 1,085     | 14,321.93 | 4,923  | 1,317,987.62 |
| New Jersey.....                             |             |            | 559       | 94,380.78    | 623       | 7,177.01  | 1,182  | 101,557.79   |
| Pennsylvania.....                           | 71          | 57,011.68  | 848       | 266,148.75   | 129       | 2,501.47  | 1,048  | 325,661.90   |
| Delaware.....                               |             |            | 119       | 13,861.95    | 55        | 795.80    | 174    | 14,657.75    |
| Maryland.....                               | 48          | 23,634.90  | 901       | 109,439.72   | 1,173     | 13,386.93 | 2,122  | 146,461.55   |
| Dist. of Columbia..                         |             |            | 46        | 12,450.79    | 50        | 728.35    | 96     | 13,179.14    |
| Virginia.....                               | 11          | 8,271.21   | 490       | 39,061.27    | 978       | 10,738.46 | 1,479  | 58,070.94    |
| North Carolina....                          | 10          | 3,083.93   | 111       | 6,865.72     | 379       | 4,382.56  | 500    | 14,332.21    |
| South Carolina....                          | 3           | 628.40     | 88        | 12,048.92    | 125       | 1,585.30  | 216    | 14,262.62    |
| Georgia.....                                | 4           | 1,045.64   | 92        | 40,645.65    | 69        | 1,012.53  | 165    | 42,703.82    |
| Florida.....                                | 83          | 8,535.20   | 208       | 32,926.64    | 371       | 4,402.70  | 662    | 45,864.54    |
| Alabama.....                                | 12          | 3,692.23   | 76        | 13,076.56    | 84        | 939.27    | 172    | 17,708.06    |
| Mississippi.....                            | 19          | 4,983.75   | 94        | 11,075.61    | 155       | 2,105.84  | 268    | 18,165.20    |
| Louisiana.....                              | 31          | 16,533.18  | 194       | 34,957.16    | 292       | 3,443.72  | 517    | 54,934.06    |
| Texas.....                                  | 14          | 1,605.29   | 113       | 15,242.84    | 179       | 1,952.31  | 306    | 18,800.44    |
| Tennessee.....                              |             |            | 92        | 14,775.54    | 21        | 444.03    | 113    | 15,219.57    |
| Kentucky.....                               |             |            | 57        | 13,228.83    | 11        | 110.88    | 68     | 13,339.71    |
| Missouri.....                               |             |            | 198       | 120,228.92   | 10        | 183.22    | 208    | 120,412.14   |
| Nebraska.....                               |             |            | 12        | 1,162.27     |           |           | 12     | 1,162.27     |
| North Dakota.....                           |             |            | 4         | 669.20       |           |           | 4      | 669.20       |
| Montana.....                                |             |            | 3         | 211.75       |           |           | 3      | 211.75       |
| Iowa.....                                   |             |            | 53        | 8,261.05     | 6         | 83.40     | 59     | 8,344.45     |
| Minnesota.....                              |             |            | 77        | 7,534.97     | 5         | 102.98    | 82     | 7,637.95     |
| Wisconsin.....                              |             |            | 403       | 92,735.42    | 10        | 115.35    | 413    | 92,850.77    |
| Michigan.....                               |             |            | 1,186     | 451,122.87   |           |           | 1,186  | 451,122.87   |
| Illinois.....                               |             |            | 371       | 90,812.94    | 18        | 225.18    | 389    | 91,038.12    |
| Indiana.....                                |             |            | 48        | 5,179.59     | 3         | 53.11     | 51     | 5,232.70     |
| Ohio.....                                   |             |            | 534       | 329,305.58   | 9         | 118.53    | 543    | 329,424.11   |
| West Virginia.....                          |             |            | 99        | 10,046.29    | 11        | 173.60    | 110    | 10,219.89    |
| Arizona.....                                | 3           | 560.97     |           |              | 1         | 14.98     | 4      | 575.95       |
| California.....                             | 191         | 114,945.98 | 596       | 173,051.04   | 121       | 1,882.79  | 908    | 289,879.81   |
| Oregon.....                                 | 9           | 5,042.72   | 128       | 38,866.07    | 44        | 828.91    | 181    | 44,737.70    |
| Washington.....                             | 156         | 70,447.42  | 107       | 24,629.31    | 107       | 1,477.84  | 370    | 96,554.57    |
| Alaska.....                                 | 3           | 240.63     | 18        | 974.29       | 41        | 539.04    | 62     | 1,753.96     |
| Total.....                                  | 1,260       | 838,186.81 | 14,408    | 3,705,104.28 | 7,572     | 92,668.92 | 23,240 | 4,635,960.01 |

## SUMMARY.

|                                  |       |            |        |              |       |           |        |              |
|----------------------------------|-------|------------|--------|--------------|-------|-----------|--------|--------------|
| Atlantic and Gulf<br>coasts..... | 889   | 646,412.35 | 9,122  | 1,947,684.26 | 7,125 | 85,682.30 | 17,136 | 2,679,778.91 |
| Pacific coast.....               | 362   | 191,237.72 | 849    | 237,520.71   | 314   | 4,743.56  | 1,525  | 433,501.99   |
| Northern lakes....               | 1     | 119.45     | 3,341  | 1,241,339.69 |       |           | 3,342  | 1,241,459.14 |
| Western rivers....               | 8     | 417.29     | 1,096  | 278,559.62   | 133   | 2,243.06  | 1,237  | 281,219.97   |
| Grand total..                    | 1,260 | 838,186.81 | 14,408 | 3,705,104.28 | 7,572 | 92,668.92 | 23,240 | 4,635,960.01 |
| Sailing vessels....              | 1,002 | 581,150.63 | 7,207  | 1,316,489.24 | 6,434 | 67,836.21 | 14,643 | 1,965,476.08 |
| Steam vessels.....               | 239   | 252,045.11 | 5,202  | 1,936,204.45 | 1,113 | 24,551.63 | 6,554  | 2,212,801.19 |
| Canal boats.....                 |       |            | 680    | 75,050.79    |       |           | 680    | 75,050.79    |
| Barges.....                      | 19    | 4,991.07   | 1,319  | 377,359.80   | 25    | 281.08    | 1,363  | 382,631.95   |
| Grand total..                    | 1,260 | 838,186.81 | 14,408 | 3,705,104.28 | 7,572 | 92,668.92 | 23,240 | 4,635,960.01 |



NO. 3.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED UNDER 20 TONS. |          | TOTAL. |            |
|---------------------------------------------------|-------------|------------|-----------|------------|-------------------------|----------|--------|------------|
| THE ATLANTIC AND GULF COASTS.                     | No.         | Tons.      | No.       | Tons.      | No.                     | Tons.    | No.    | Tons.      |
| MAINE.                                            |             |            |           |            |                         |          |        |            |
| Passamaquoddy.....                                | 3           | 3,951.09   | 2         | 443.87     | 5                       | 114.94   | 10     | 4,509.90   |
| Machias.....                                      |             |            | 1         | 34.86      | 9                       | 201.30   | 10     | 236.16     |
| Frenchmans Bay.....                               |             |            | 7         | 778.51     | 7                       | 155.70   | 14     | 934.21     |
| Castine.....                                      |             |            | 2         | 115.22     | 6                       | 108.49   | 8      | 223.71     |
| Bangor.....                                       | 1           | 34.59      | 10        | 1,230.18   | 4                       | 85.25    | 15     | 1,350.02   |
| Belfast.....                                      |             |            | 1         | 137.67     | 1                       | 35.16    | 2      | 172.83     |
| Waldoboro.....                                    |             |            | 11        | 2,638.94   | 7                       | 170.68   | 18     | 2,809.62   |
| Wiscasset.....                                    |             |            | 1         | 29.18      | 3                       | 39.08    | 4      | 68.26      |
| Bath.....                                         |             |            | 27        | 6,939.92   | 12                      | 310.28   | 39     | 7,250.20   |
| Portland and Falmouth.....                        |             |            | 25        | 14,316.22  | 15                      | 339.51   | 40     | 14,655.73  |
| Saco.....                                         |             |            | 1         | 43.48      | 2                       | 61.34    | 3      | 104.82     |
| Total.....                                        | 4           | 3,985.68   | 88        | 26,708.05  | 71                      | 1,621.73 | 163    | 32,315.46  |
| NEW HAMPSHIRE.                                    |             |            |           |            |                         |          |        |            |
| Portsmouth.....                                   |             |            | 7         | 1,374.26   | 4                       | 84.94    | 11     | 1,459.20   |
| MASSACHUSETTS.                                    |             |            |           |            |                         |          |        |            |
| Newburyport.....                                  |             |            | 5         | 385.56     | 5                       | 110.80   | 10     | 496.36     |
| Gloucester.....                                   |             |            | 6         | 693.22     | 5                       | 135.45   | 11     | 828.67     |
| Salem and Beverly.....                            |             |            | 2         | 86.81      | 2                       | 63.52    | 4      | 150.33     |
| Marblehead.....                                   |             |            | 3         | 988.69     | 3                       | 62.80    | 6      | 1,051.49   |
| Boston and Charlestown.....                       | 4           | 2,496.66   | 96        | 47,310.53  | 34                      | 864.58   | 134    | 50,671.77  |
| Plymouth.....                                     |             |            |           |            | 1                       | 32.67    | 1      | 32.67      |
| Barnstable.....                                   |             |            | 1         | 46.27      | 4                       | 60.20    | 5      | 106.47     |
| Edgartown.....                                    |             |            |           |            | 1                       | 45.25    | 1      | 45.25      |
| New Bedford.....                                  | 1           | 494.36     | 10        | 3,532.57   | 3                       | 64.42    | 14     | 4,091.35   |
| Fall River.....                                   |             |            | 20        | 34,222.20  | 2                       | 37.06    | 22     | 34,259.26  |
| Total.....                                        | 5           | 2,991.02   | 143       | 87,265.85  | 60                      | 1,476.75 | 208    | 91,733.62  |
| RHODE ISLAND.                                     |             |            |           |            |                         |          |        |            |
| Providence.....                                   |             |            | 29        | 19,182.43  | 4                       | 63.87    | 33     | 19,246.30  |
| Bristol and Warren.....                           |             |            |           |            | 2                       | 48.79    | 2      | 48.79      |
| Newport.....                                      |             |            | 21        | 2,977.59   | 5                       | 118.45   | 26     | 3,096.04   |
| Total.....                                        |             |            | 50        | 22,160.02  | 11                      | 231.11   | 61     | 22,391.13  |
| CONNECTICUT.                                      |             |            |           |            |                         |          |        |            |
| Stonington.....                                   |             |            | 8         | 5,763.73   | 6                       | 103.35   | 14     | 5,867.08   |
| New London.....                                   |             |            | 32        | 18,918.37  | 8                       | 188.10   | 40     | 19,106.47  |
| Hartford.....                                     |             |            | 11        | 3,649.54   | 11                      | 266.26   | 22     | 3,915.80   |
| New Haven.....                                    |             |            | 48        | 13,832.63  | 11                      | 224.80   | 59     | 14,057.43  |
| Fairfield.....                                    |             |            | 36        | 6,091.87   | 17                      | 403.89   | 53     | 6,495.76   |
| Total.....                                        |             |            | 135       | 48,256.14  | 53                      | 1,186.40 | 188    | 49,442.54  |
| NEW YORK.                                         |             |            |           |            |                         |          |        |            |
| New York.....                                     | 58          | 154,805.28 | 815       | 333,958.52 | 257                     | 6,307.16 | 1,130  | 495,070.96 |
| Sag Harbor.....                                   |             |            | 23        | 3,976.83   | 3                       | 39.51    | 26     | 4,016.34   |
| Total.....                                        | 58          | 154,805.28 | 838       | 337,935.35 | 260                     | 6,346.67 | 1,156  | 499,087.30 |
| NEW JERSEY.                                       |             |            |           |            |                         |          |        |            |
| Newark.....                                       |             |            | 22        | 2,834.67   | 11                      | 245.28   | 33     | 3,079.95   |
| Perth Amboy.....                                  |             |            | 46        | 8,771.67   | 12                      | 246.57   | 58     | 9,018.24   |
| Little Egg Harbor.....                            |             |            | 1         | 71.38      |                         |          | 1      | 71.38      |
| Great Egg Harbor.....                             |             |            | 6         | 385.29     | 4                       | 80.06    | 10     | 465.35     |
| Bridgeton.....                                    |             |            | 4         | 972.74     | 1                       | 36.50    | 5      | 1,015.24   |
| Burlington.....                                   |             |            | 14        | 1,621.80   | 8                       | 152.53   | 22     | 1,774.33   |
| Total.....                                        |             |            | 93        | 14,663.55  | 36                      | 760.94   | 129    | 15,424.49  |
| PENNSYLVANIA.                                     |             |            |           |            |                         |          |        |            |
| Philadelphia.....                                 | 12          | 9,121.89   | 214       | 61,509.56  | 69                      | 1,694.00 | 295    | 72,325.45  |
| DELAWARE.                                         |             |            |           |            |                         |          |        |            |
| Delaware.....                                     |             |            | 21        | 3,956.74   | 9                       | 217.22   | 30     | 4,173.96   |



## No. 3.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED. |           | ENROLLED. |           | LICENSED UNDER 20 TONS. |          | TOTAL. |           |
|---------------------------------------------------|-------------|-----------|-----------|-----------|-------------------------|----------|--------|-----------|
| THE ATLANTIC AND GULF COASTS—Cont'd.              | No.         | Tons.     | No.       | Tons.     | No.                     | Tons.    | No.    | Tons.     |
| MARYLAND.                                         |             |           |           |           |                         |          |        |           |
| Baltimore .....                                   | 2           | 350.30    | 115       | 65,823.48 | 55                      | 1,264.98 | 172    | 67,438.76 |
| Eastern Maryland .....                            |             |           | 1         | 101.47    | 2                       | 26.15    | 3      | 127.62    |
| Total .....                                       | 2           | 350.30    | 116       | 65,924.95 | 57                      | 1,291.13 | 175    | 67,566.38 |
| DISTRICT OF COLUMBIA.                             |             |           |           |           |                         |          |        |           |
| Washington .....                                  |             |           | 22        | 11,131.90 | 20                      | 378.85   | 42     | 11,510.75 |
| VIRGINIA.                                         |             |           |           |           |                         |          |        |           |
| Alexandria .....                                  |             |           | 9         | 490.15    | 3                       | 49.10    | 12     | 539.25    |
| Tappahannock .....                                |             |           | 8         | 826.57    |                         |          | 8      | 826.57    |
| Richmond .....                                    |             |           | 10        | 1,827.04  | 11                      | 243.81   | 21     | 2,070.85  |
| Petersburg .....                                  |             |           | 1         | 207.65    | 1                       | 17.16    | 2      | 224.81    |
| Yorktown .....                                    |             |           | 6         | 884.78    |                         |          | 6      | 884.78    |
| Norfolk and Portsmouth .....                      |             |           | 51        | 6,730.81  | 31                      | 649.85   | 82     | 7,380.66  |
| Cherrystone .....                                 |             |           | 10        | 1,182.44  |                         |          | 10     | 1,182.44  |
| Total .....                                       |             |           | 95        | 12,149.44 | 46                      | 959.92   | 141    | 13,109.36 |
| NORTH CAROLINA.                                   |             |           |           |           |                         |          |        |           |
| Albemarle .....                                   |             |           | 8         | 880.82    | 24                      | 362.95   | 32     | 1,243.77  |
| Pamlico .....                                     |             |           | 16        | 1,214.55  | 17                      | 396.97   | 33     | 1,611.52  |
| Beaufort .....                                    |             |           | 3         | 221.28    |                         |          | 3      | 221.28    |
| Wilmington .....                                  |             |           | 10        | 954.63    | 6                       | 142.64   | 16     | 1,097.27  |
| Total .....                                       |             |           | 37        | 3,271.28  | 47                      | 902.56   | 84     | 4,173.84  |
| SOUTH CAROLINA.                                   |             |           |           |           |                         |          |        |           |
| Georgetown .....                                  |             |           | 9         | 833.91    | 4                       | 65.93    | 13     | 899.84    |
| Charleston .....                                  | 1           | 157.84    | 28        | 4,439.36  | 12                      | 202.44   | 41     | 4,799.64  |
| Beaufort .....                                    |             |           | 7         | 594.03    | 4                       | 103.58   | 11     | 697.61    |
| Total .....                                       | 1           | 157.84    | 44        | 5,867.30  | 20                      | 371.95   | 65     | 6,397.09  |
| GEORGIA.                                          |             |           |           |           |                         |          |        |           |
| Savannah .....                                    |             |           | 33        | 28,452.88 | 7                       | 165.12   | 40     | 28,618.00 |
| Brunswick .....                                   |             |           | 15        | 2,322.42  | 9                       | 194.57   | 24     | 2,516.99  |
| St. Marys .....                                   |             |           | 2         | 119.93    |                         |          | 2      | 119.93    |
| Total .....                                       |             |           | 50        | 30,895.23 | 16                      | 359.69   | 66     | 31,254.92 |
| FLORIDA.                                          |             |           |           |           |                         |          |        |           |
| Fernandina .....                                  |             |           | 2         | 180.69    | 1                       | 11.53    | 3      | 192.22    |
| St. Johns .....                                   |             |           | 28        | 2,897.57  | 21                      | 376.52   | 49     | 3,274.09  |
| St. Augustine .....                               |             |           | 8         | 2,145.06  | 4                       | 48.80    | 12     | 2,193.86  |
| Key West .....                                    | 2           | 127.14    | 4         | 287.80    | 5                       | 91.12    | 11     | 506.06    |
| Tampa .....                                       |             |           | 8         | 2,480.18  | 7                       | 152.90   | 15     | 2,633.08  |
| St. Marks .....                                   |             |           | 7         | 1,200.61  | 3                       | 60.49    | 10     | 1,261.10  |
| Apalachicola .....                                |             |           | 12        | 1,259.33  | 6                       | 143.44   | 18     | 1,402.77  |
| Pensacola .....                                   |             |           | 21        | 2,348.97  | 10                      | 202.88   | 31     | 2,551.85  |
| Total .....                                       | 2           | 127.14    | 90        | 12,800.21 | 57                      | 1,087.68 | 149    | 14,015.03 |
| ALABAMA.                                          |             |           |           |           |                         |          |        |           |
| Mobile .....                                      | 2           | 45.74     | 35        | 6,653.88  | 10                      | 185.30   | 47     | 6,884.92  |
| MISSISSIPPI.                                      |             |           |           |           |                         |          |        |           |
| Pearl River .....                                 | 1           | 843.03    | 10        | 3,036.57  | 14                      | 342.39   | 25     | 4,221.99  |
| LOUISIANA.                                        |             |           |           |           |                         |          |        |           |
| New Orleans <sup>1</sup> .....                    | 16          | 13,986.24 | 6         | 11,157.19 |                         |          | 22     | 25,143.43 |
| Teche .....                                       |             |           | 35        | 2,668.56  | 18                      | 312.68   | 53     | 2,981.24  |
| Total .....                                       | 16          | 13,986.24 | 41        | 13,825.75 | 18                      | 312.68   | 75     | 28,124.67 |

<sup>1</sup>Seagoing vessels; for vessels in river trade see page 289.



## No. 3.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED UNDER 20 TONS. |           | TOTAL. |            |
|---------------------------------------------------|-------------|------------|-----------|------------|-------------------------|-----------|--------|------------|
|                                                   | No.         | Tons.      | No.       | Tons.      | No.                     | Tons.     | No.    | Tons.      |
| <b>THE ATLANTIC AND GULF COASTS—Cont'd.</b>       |             |            |           |            |                         |           |        |            |
| TEXAS.                                            |             |            |           |            |                         |           |        |            |
| Galveston .....                                   | 2           | 160.76     | 33        | 3,677.72   | 17                      | 343.41    | 52     | 4,181.89   |
| Brazos de Santiago .....                          | 2           | 267.94     | .....     | .....      | .....                   | .....     | 2      | 267.94     |
| Total .....                                       | 4           | 428.70     | 33        | 3,677.72   | 17                      | 343.41    | 54     | 4,449.83   |
| Total Atlantic and Gulf coasts .....              | 107         | 186,842.86 | 2,162     | 773,063.75 | 895                     | 20,155.32 | 3,164  | 980,061.93 |
| <b>THE PACIFIC COAST.</b>                         |             |            |           |            |                         |           |        |            |
| ARIZONA.                                          |             |            |           |            |                         |           |        |            |
| Arizona .....                                     | 2           | 424.50     | .....     | .....      | 1                       | 14.98     | 3      | 439.48     |
| CALIFORNIA.                                       |             |            |           |            |                         |           |        |            |
| San Diego .....                                   | 1           | 51.79      | 3         | 981.71     | 1                       | 18.56     | 5      | 1,052.06   |
| Los Angeles .....                                 | .....       | .....      | 5         | 1,025.24   | 2                       | 59.99     | 7      | 1,085.23   |
| San Francisco .....                               | 40          | 39,390.39  | 163       | 79,130.92  | 23                      | 556.34    | 226    | 119,077.65 |
| Humboldt .....                                    | .....       | .....      | 9         | 814.44     | 2                       | 32.13     | 11     | 846.57     |
| Total .....                                       | 41          | 39,442.18  | 180       | 81,952.31  | 28                      | 667.02    | 249    | 122,061.51 |
| OREGON.                                           |             |            |           |            |                         |           |        |            |
| Southern Oregon .....                             | .....       | .....      | 9         | 854.29     | 10                      | 254.66    | 19     | 1,108.95   |
| Yaquina .....                                     | .....       | .....      | 5         | 289.12     | 1                       | 15.65     | 6      | 304.77     |
| Oregon .....                                      | 3           | 748.75     | 15        | 2,022.44   | 9                       | 235.22    | 27     | 3,006.41   |
| Willamette .....                                  | 3           | 2,866.37   | 78        | 30,806.94  | 7                       | 133.73    | 88     | 33,807.04  |
| Total .....                                       | 6           | 3,615.12   | 107       | 33,972.79  | 27                      | 639.26    | 140    | 38,227.17  |
| WASHINGTON.                                       |             |            |           |            |                         |           |        |            |
| Puget Sound .....                                 | 73          | 21,028.64  | 56        | 7,387.03   | 39                      | 859.81    | 168    | 29,275.48  |
| ALASKA.                                           |             |            |           |            |                         |           |        |            |
| Alaska .....                                      | 1           | 155.07     | 4         | 219.78     | 9                       | 183.13    | 14     | 557.98     |
| Total Pacific coast ..                            | 123         | 64,665.51  | 347       | 123,531.91 | 104                     | 2,364.20  | 574    | 190,561.62 |
| <b>THE NORTHERN LAKES.</b>                        |             |            |           |            |                         |           |        |            |
| VERMONT.                                          |             |            |           |            |                         |           |        |            |
| Vermont .....                                     | .....       | .....      | 10        | 2,929.56   | .....                   | .....     | 10     | 2,929.56   |
| NEW YORK.                                         |             |            |           |            |                         |           |        |            |
| Champlain .....                                   | .....       | .....      | 8         | 786.65     | .....                   | .....     | 8      | 786.65     |
| Oswegatchie .....                                 | .....       | .....      | 27        | 18,020.76  | .....                   | .....     | 27     | 18,020.76  |
| Cape Vincent .....                                | .....       | .....      | 27        | 1,921.44   | .....                   | .....     | 27     | 1,921.44   |
| Oswego .....                                      | .....       | .....      | 18        | 4,142.65   | .....                   | .....     | 18     | 4,142.65   |
| Genesee .....                                     | .....       | .....      | 17        | 3,902.88   | .....                   | .....     | 17     | 3,902.88   |
| Niagara .....                                     | .....       | .....      | 13        | 4,845.40   | .....                   | .....     | 13     | 4,845.40   |
| Buffalo Creek .....                               | .....       | .....      | 249       | 132,540.80 | .....                   | .....     | 249    | 132,540.80 |
| Dunkirk .....                                     | .....       | .....      | 3         | 68.29      | .....                   | .....     | 3      | 68.29      |
| Total .....                                       | .....       | .....      | 362       | 166,228.87 | .....                   | .....     | 362    | 166,228.87 |
| PENNSYLVANIA.                                     |             |            |           |            |                         |           |        |            |
| Erie .....                                        | 1           | 119.45     | 54        | 36,009.22  | .....                   | .....     | 55     | 36,128.67  |
| OHIO.                                             |             |            |           |            |                         |           |        |            |
| Cuyahoga .....                                    | .....       | .....      | 174       | 182,472.59 | .....                   | .....     | 174    | 182,472.59 |
| Sandusky .....                                    | .....       | .....      | 71        | 35,868.66  | .....                   | .....     | 71     | 35,868.66  |
| Miami .....                                       | .....       | .....      | 58        | 14,684.90  | .....                   | .....     | 58     | 14,684.90  |
| Total .....                                       | .....       | .....      | 303       | 233,026.15 | .....                   | .....     | 303    | 233,026.15 |



## No. 3.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED. |        | ENROLLED. |            | LICENSED UNDER 20 TONS. |        | TOTAL. |            |
|---------------------------------------------------|-------------|--------|-----------|------------|-------------------------|--------|--------|------------|
| THE NORTHERN LAKES—Continued.                     | No.         | Tons.  | No.       | Tons.      | No.                     | Tons.  | No.    | Tons.      |
| MICHIGAN.                                         |             |        |           |            |                         |        |        |            |
| Detroit.....                                      |             |        | 162       | 123,513.08 |                         |        | 162    | 123,513.08 |
| Huron.....                                        |             |        | 197       | 94,929.97  |                         |        | 197    | 94,929.97  |
| Superior.....                                     |             |        | 123       | 62,809.34  |                         |        | 123    | 62,809.34  |
| Michigan.....                                     |             |        | 167       | 24,356.36  |                         |        | 167    | 24,356.36  |
| Total.....                                        |             |        | 649       | 305,608.75 |                         |        | 649    | 305,608.75 |
| ILLINOIS.                                         |             |        |           |            |                         |        |        |            |
| Chicago.....                                      |             |        | 175       | 48,266.22  |                         |        | 175    | 48,266.22  |
| WISCONSIN.                                        |             |        |           |            |                         |        |        |            |
| Milwaukee.....                                    |             |        | 151       | 62,203.74  |                         |        | 151    | 62,203.74  |
| MINNESOTA.                                        |             |        |           |            |                         |        |        |            |
| Duluth.....                                       |             |        | 50        | 3,343.17   |                         |        | 50     | 3,343.17   |
| Total Northern lakes.                             | 1           | 119.45 | 1,754     | 857,615.68 |                         |        | 1,755  | 857,735.13 |
| THE WESTERN RIVERS.                               |             |        |           |            |                         |        |        |            |
| LOUISIANA.                                        |             |        |           |            |                         |        |        |            |
| New Orleans <sup>1</sup> .....                    | 8           | 417.29 | 96        | 16,339.66  | 23                      | 540.84 | 127    | 17,297.79  |
| MISSISSIPPI.                                      |             |        |           |            |                         |        |        |            |
| Natchez.....                                      |             |        | 4         | 580.36     |                         |        | 4      | 580.36     |
| Vicksburg.....                                    |             |        | 19        | 2,784.83   | 2                       | 34.57  | 21     | 2,819.40   |
| Total.....                                        |             |        | 23        | 3,365.19   | 2                       | 34.57  | 25     | 3,399.76   |
| TENNESSEE.                                        |             |        |           |            |                         |        |        |            |
| Memphis.....                                      |             |        | 52        | 8,671.82   | 17                      | 352.89 | 69     | 9,024.79   |
| Nashville.....                                    |             |        | 17        | 1,887.99   |                         |        | 17     | 1,887.91   |
| Chattanooga.....                                  |             |        | 23        | 4,215.73   | 4                       | 91.14  | 27     | 4,306.87   |
| Total.....                                        |             |        | 92        | 14,775.54  | 21                      | 444.03 | 113    | 15,219.57  |
| KENTUCKY.                                         |             |        |           |            |                         |        |        |            |
| Paducah.....                                      |             |        | 27        | 6,377.66   | 4                       | 29.80  | 31     | 6,407.46   |
| Louisville.....                                   |             |        | 30        | 6,851.17   | 7                       | 81.08  | 37     | 6,932.25   |
| Total.....                                        |             |        | 57        | 13,228.83  | 11                      | 110.88 | 68     | 13,339.71  |
| MISSOURI.                                         |             |        |           |            |                         |        |        |            |
| St. Louis.....                                    |             |        | 102       | 38,564.43  | 7                       | 139.01 | 109    | 38,703.44  |
| Kansas City.....                                  |             |        | 7         | 512.62     |                         |        | 7      | 512.62     |
| St. Joseph.....                                   |             |        | 1         | 27.08      | 1                       | 16.42  | 2      | 43.50      |
| Total.....                                        |             |        | 110       | 39,104.13  | 8                       | 155.43 | 118    | 39,259.56  |
| NEBRASKA.                                         |             |        |           |            |                         |        |        |            |
| Omaha.....                                        |             |        | 12        | 1,162.27   |                         |        | 12     | 1,162.27   |
| NORTH DAKOTA.                                     |             |        |           |            |                         |        |        |            |
| North and South Dakota.....                       |             |        | 2         | 348.94     |                         |        | 2      | 348.94     |
| MONTANA.                                          |             |        |           |            |                         |        |        |            |
| Montana and Idaho.....                            |             |        | 3         | 211.75     |                         |        | 3      | 211.75     |
| IOWA.                                             |             |        |           |            |                         |        |        |            |
| Burlington.....                                   |             |        | 26        | 3,294.99   | 2                       | 16.91  | 28     | 3,311.90   |
| Dubuque.....                                      |             |        | 16        | 4,195.02   | 2                       | 43.73  | 18     | 4,238.75   |
| Total.....                                        |             |        | 42        | 7,490.01   | 4                       | 60.64  | 46     | 7,550.65   |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 287.



## No. 3.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | REGISTERED. |        | ENROLLED. |            | LICENSED UNDER 20 TONS. |          | TOTAL. |            |
|---------------------------------------------------|-------------|--------|-----------|------------|-------------------------|----------|--------|------------|
|                                                   | No.         | Tons.  | No.       | Tons.      | No.                     | Tons.    | No.    | Tons.      |
| <b>THE WESTERN RIVERS—Continued.</b>              |             |        |           |            |                         |          |        |            |
| MINNESOTA.                                        |             |        |           |            |                         |          |        |            |
| Minnesota.....                                    |             |        | 15        | 1,449.69   | 4                       | 96.48    | 19     | 1,546.17   |
| WISCONSIN.                                        |             |        |           |            |                         |          |        |            |
| La Crosse.....                                    |             |        | 39        | 3,594.92   | 2                       | 29.01    | 41     | 3,623.93   |
| ILLINOIS.                                         |             |        |           |            |                         |          |        |            |
| Galena.....                                       |             |        | 1         | 64.77      |                         |          | 1      | 64.77      |
| Rock Island.....                                  |             |        | 39        | 4,956.69   | 6                       | 73.88    | 45     | 5,030.57   |
| Peoria.....                                       |             |        | 6         | 430.30     | 3                       | 27.58    | 9      | 457.88     |
| Cairo.....                                        |             |        | 14        | 3,897.74   | 3                       | 56.16    | 17     | 3,953.90   |
| Total.....                                        |             |        | 60        | 9,349.50   | 12                      | 157.62   | 72     | 9,507.12   |
| INDIANA.                                          |             |        |           |            |                         |          |        |            |
| Evansville.....                                   |             |        | 47        | 5,053.37   | 3                       | 53.11    | 50     | 5,106.48   |
| OHIO.                                             |             |        |           |            |                         |          |        |            |
| Cincinnati.....                                   |             |        | 98        | 22,964.21  | 9                       | 118.53   | 107    | 23,082.74  |
| WEST VIRGINIA.                                    |             |        |           |            |                         |          |        |            |
| Wheeling.....                                     |             |        | 99        | 10,046.29  | 11                      | 173.60   | 110    | 10,219.89  |
| PENNSYLVANIA.                                     |             |        |           |            |                         |          |        |            |
| Pittsburg.....                                    |             |        | 144       | 33,508.81  | 4                       | 57.37    | 148    | 33,566.18  |
| Total Western rivers                              | 8           | 417.29 | 939       | 181,993.11 | 114                     | 2,032.11 | 1,061  | 181,442.51 |

## SUMMARY.

|                            |     |            |       |              |       |           |       |              |
|----------------------------|-----|------------|-------|--------------|-------|-----------|-------|--------------|
| Atlantic and Gulf coasts.. | 107 | 186,842.86 | 2,162 | 773,063.75   | 895   | 20,155.32 | 3,164 | 980,061.93   |
| Pacific coast.....         | 123 | 64,665.51  | 347   | 123,531.91   | 104   | 2,364.20  | 574   | 190,561.62   |
| Northern lakes.....        | 1   | 119.45     | 1,754 | 857,615.68   |       |           | 1,755 | 857,735.13   |
| Western rivers.....        | 8   | 417.29     | 939   | 181,993.11   | 114   | 2,032.11  | 1,061 | 184,442.51   |
| Grand total.....           | 239 | 252,045.11 | 5,202 | 1,936,204.45 | 1,113 | 24,551.63 | 6,554 | 2,212,801.19 |



No. 4.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|------------|-----------|------------|-----------|--------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS.                     | No.         | Tons.      | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| MAINE.                                               |             |            |           |            |           |        |        |            |
| Waldoboro                                            |             |            | 1         | 52.78      |           |        | 1      | 52.78      |
| Bath                                                 | 1           | 3,004.80   |           |            |           |        | 1      | 3,004.80   |
| Total                                                | 1           | 3,004.80   | 1         | 52.78      |           |        | 2      | 3,057.58   |
| MASSACHUSETTS.                                       |             |            |           |            |           |        |        |            |
| Marblehead                                           |             |            | 1         | 896.02     |           |        | 1      | 896.02     |
| Boston and Charlestown                               | 3           | 2,025.61   | 19        | 25,466.01  |           |        | 22     | 27,491.62  |
| Fall River                                           |             |            | 4         | 17,140.18  |           |        | 4      | 17,140.18  |
| Total                                                | 3           | 2,025.61   | 24        | 43,502.21  |           |        | 27     | 45,527.82  |
| RHODE ISLAND.                                        |             |            |           |            |           |        |        |            |
| Providence                                           |             |            | 1         | 988.18     |           |        | 1      | 988.18     |
| Newport                                              |             |            | 1         | 332.44     |           |        | 1      | 332.44     |
| Total                                                |             |            | 2         | 1,320.62   |           |        | 2      | 1,320.62   |
| CONNECTICUT.                                         |             |            |           |            |           |        |        |            |
| Stonington                                           |             |            | 2         | 4,790.14   |           |        | 2      | 4,790.14   |
| New London                                           |             |            | 4         | 7,257.68   |           |        | 4      | 7,257.68   |
| Hartford                                             |             |            | 1         | 1,337.99   |           |        | 1      | 1,337.99   |
| New Haven                                            |             |            | 14        | 7,081.82   |           |        | 14     | 7,081.82   |
| Total                                                |             |            | 21        | 20,467.63  |           |        | 21     | 20,467.63  |
| NEW YORK.                                            |             |            |           |            |           |        |        |            |
| New York                                             | 53          | 162,567.58 | 175       | 187,373.08 | 4         | 113.46 | 232    | 350,054.12 |
| Sag Harbor                                           |             |            | 3         | 1,628.09   |           |        | 3      | 1,628.09   |
| Total                                                | 53          | 162,567.58 | 178       | 189,001.17 | 4         | 113.46 | 235    | 351,682.21 |
| NEW JERSEY.                                          |             |            |           |            |           |        |        |            |
| Newark                                               |             |            | 2         | 246.25     |           |        | 2      | 246.25     |
| Perth Amboy                                          |             |            | 7         | 913.39     |           |        | 7      | 913.39     |
| Bridgeton                                            |             |            | 1         | 530.73     |           |        | 1      | 530.73     |
| Total                                                |             |            | 10        | 1,690.37   |           |        | 10     | 1,690.37   |
| PENNSYLVANIA.                                        |             |            |           |            |           |        |        |            |
| Philadelphia                                         | 10          | 9,555.82   | 109       | 44,662.61  | 12        | 349.82 | 131    | 54,568.25  |
| DELAWARE.                                            |             |            |           |            |           |        |        |            |
| Delaware                                             |             |            | 5         | 1,780.64   | 1         | 38.18  | 6      | 1,818.82   |
| MARYLAND.                                            |             |            |           |            |           |        |        |            |
| Baltimore                                            | 4           | 320.55     | 66        | 49,654.23  | 5         | 145.10 | 75     | 50,119.88  |
| DISTRICT OF COLUMBIA.                                |             |            |           |            |           |        |        |            |
| Washington                                           |             |            | 8         | 6,860.32   |           |        | 8      | 6,860.32   |
| VIRGINIA.                                            |             |            |           |            |           |        |        |            |
| Richmond                                             |             |            | 2         | 1,307.83   | 1         | 15.17  | 3      | 1,323.00   |
| Yorktown                                             |             |            | 2         | 224.90     |           |        | 2      | 224.90     |
| Norfolk and Portsmouth                               |             |            | 10        | 1,499.13   | 2         | 52.88  | 12     | 1,552.01   |
| Cherrystone                                          |             |            | 1         | 211.83     |           |        | 1      | 211.83     |
| Total                                                |             |            | 15        | 3,243.69   | 3         | 68.05  | 18     | 3,311.74   |
| NORTH CAROLINA.                                      |             |            |           |            |           |        |        |            |
| Pamlico                                              |             |            |           |            | 1         | 25.30  | 1      | 25.30      |
| Wilmington                                           |             |            | 6         | 700.44     |           |        | 6      | 700.44     |
| Total                                                |             |            | 6         | 700.44     | 1         | 25.30  | 7      | 725.74     |



## No. 4.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED IRON VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|------------|-----------|------------|-----------|--------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS—Cont'd.              | No.         | Tons.      | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| SOUTH CAROLINA.                                      |             |            |           |            |           |        |        |            |
| Georgetown.....                                      |             |            | 2         | 158.80     |           |        | 2      | 158.80     |
| Charleston.....                                      |             |            | 6         | 995.35     |           |        | 6      | 995.35     |
| Beaufort.....                                        |             |            | 4         | 343.58     | 1         | 39.25  | 5      | 382.83     |
| Total.....                                           |             |            | 12        | 1,497.73   | 1         | 39.25  | 13     | 1,536.98   |
| GEORGIA.                                             |             |            |           |            |           |        |        |            |
| Savannah.....                                        |             |            | 18        | 25,021.76  |           |        | 18     | 25,021.76  |
| Brunswick.....                                       |             |            | 5         | 482.68     |           |        | 5      | 482.68     |
| Total.....                                           |             |            | 23        | 25,504.44  |           |        | 23     | 25,504.44  |
| FLORIDA.                                             |             |            |           |            |           |        |        |            |
| St. Johns.....                                       |             |            | 4         | 309.78     | 2         | 29.53  | 6      | 339.31     |
| Key West.....                                        | 1           | 56.02      | 1         | 70.18      |           |        | 2      | 126.20     |
| Tampa.....                                           | 1           | 1,598.49   | 1         | 449.90     |           |        | 2      | 2,048.39   |
| Pensacola.....                                       | 1           | 847.83     | 8         | 673.31     |           |        | 9      | 1,521.14   |
| Total.....                                           | 3           | 2,502.34   | 14        | 1,503.17   | 2         | 29.53  | 19     | 4,035.04   |
| ALABAMA.                                             |             |            |           |            |           |        |        |            |
| Mobile.....                                          |             |            | 2         | 307.04     |           |        | 2      | 307.04     |
| MISSISSIPPI.                                         |             |            |           |            |           |        |        |            |
| Pearl River.....                                     | 1           | 843.03     | 1         | 89.82      |           |        | 2      | 932.85     |
| LOUISIANA.                                           |             |            |           |            |           |        |        |            |
| New Orleans <sup>1</sup> .....                       | 13          | 11,513.63  | 6         | 11,157.19  |           |        | 19     | 22,670.82  |
| TEXAS.                                               |             |            |           |            |           |        |        |            |
| Galveston.....                                       |             |            | 6         | 541.44     |           |        | 6      | 541.44     |
| Total Atlantic and Gulf<br>coasts.....               | 88          | 192,333.36 | 509       | 403,537.54 | 29        | 808.69 | 626    | 596,679.59 |
| THE PACIFIC COAST.                                   |             |            |           |            |           |        |        |            |
| CALIFORNIA.                                          |             |            |           |            |           |        |        |            |
| Los Angeles.....                                     |             |            | 1         | 205.53     |           |        | 1      | 205.53     |
| San Francisco.....                                   | 14          | 29,489.97  | 12        | 16,668.91  | 1         | 27.05  | 27     | 46,185.93  |
| Total.....                                           | 14          | 29,489.97  | 13        | 16,874.44  | 1         | 27.05  | 28     | 46,391.46  |
| OREGON.                                              |             |            |           |            |           |        |        |            |
| Willamette.....                                      | 2           | 2,766.88   | 4         | 6,834.12   |           |        | 6      | 9,601.00   |
| WASHINGTON.                                          |             |            |           |            |           |        |        |            |
| Puget Sound.....                                     | 6           | 8,107.07   |           |            |           |        | 6      | 8,107.07   |
| Total Pacific coast.....                             | 22          | 40,363.92  | 17        | 23,708.56  | 1         | 27.05  | 40     | 64,099.53  |
| THE NORTHERN LAKES.                                  |             |            |           |            |           |        |        |            |
| VERMONT.                                             |             |            |           |            |           |        |        |            |
| Vermont.....                                         |             |            | 2         | 865.39     |           |        | 2      | 865.39     |
| NEW YORK.                                            |             |            |           |            |           |        |        |            |
| Champlain.....                                       |             |            | 2         | 239.45     |           |        | 2      | 239.45     |
| Buffalo Creek.....                                   |             |            | 61        | 87,608.01  |           |        | 61     | 87,608.01  |
| Total.....                                           |             |            | 63        | 87,847.46  |           |        | 63     | 87,847.46  |
| PENNSYLVANIA.                                        |             |            |           |            |           |        |        |            |
| Erie.....                                            |             |            | 9         | 16,053.43  |           |        | 9      | 16,053.43  |
| OHIO.                                                |             |            |           |            |           |        |        |            |
| Cuyahoga.....                                        |             |            | 44        | 88,676.01  |           |        | 44     | 88,676.01  |
| Sandusky.....                                        |             |            | 3         | 476.30     |           |        | 3      | 476.30     |
| Miami.....                                           |             |            | 5         | 1,478.09   |           |        | 5      | 1,478.09   |
| Total.....                                           |             |            | 52        | 90,630.40  |           |        | 52     | 90,630.40  |

<sup>1</sup> Seagoing vessels; for vessels in river trade see page 293.



## No. 4.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED IRON VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |       | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|-------|-----------|------------|-----------|--------|--------|------------|
| THE NORTHERN LAKES—<br>Continued.                    | No.         | Tons. | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| MICHIGAN.                                            |             |       |           |            |           |        |        |            |
| Detroit.....                                         |             |       | 18        | 24,483.30  |           |        | 18     | 24,483.30  |
| Huron.....                                           |             |       | 6         | 12,916.69  |           |        | 6      | 12,916.69  |
| Superior.....                                        |             |       | 26        | 51,022.86  |           |        | 26     | 51,022.86  |
| Michigan.....                                        |             |       | 4         | 3,539.45   |           |        | 4      | 3,539.45   |
| Total.....                                           |             |       | 54        | 91,962.30  |           |        | 54     | 91,962.30  |
| ILLINOIS.                                            |             |       |           |            |           |        |        |            |
| Chicago.....                                         |             |       | 7         | 9,545.39   |           |        | 7      | 9,545.39   |
| WISCONSIN.                                           |             |       |           |            |           |        |        |            |
| Milwaukee.....                                       |             |       | 4         | 4,687.01   |           |        | 4      | 4,687.01   |
| MINNESOTA.                                           |             |       |           |            |           |        |        |            |
| Duluth.....                                          |             |       | 3         | 161.41     |           |        | 3      | 161.41     |
| Total Northern lakes.....                            |             |       | 194       | 301,752.79 |           |        | 194    | 301,752.79 |
| THE WESTERN RIVERS.                                  |             |       |           |            |           |        |        |            |
| LOUISIANA.                                           |             |       |           |            |           |        |        |            |
| New Orleans <sup>1</sup> .....                       |             |       | 14        | 3,516.03   | 4         | 99.20  | 18     | 3,615.23   |
| MISSISSIPPI.                                         |             |       |           |            |           |        |        |            |
| Natchez.....                                         |             |       | 1         | 44.49      |           |        | 1      | 44.49      |
| TENNESSEE.                                           |             |       |           |            |           |        |        |            |
| Memphis.....                                         |             |       | 3         | 213.66     | 1         | 34.68  | 4      | 248.34     |
| KENTUCKY.                                            |             |       |           |            |           |        |        |            |
| Louisville.....                                      |             |       |           |            | 1         | 17.17  | 1      | 17.17      |
| MISSOURI.                                            |             |       |           |            |           |        |        |            |
| St. Louis.....                                       |             |       | 4         | 1,690.29   | 1         | 26.82  | 5      | 1,717.21   |
| MINNESOTA.                                           |             |       |           |            |           |        |        |            |
| Minnesota.....                                       |             |       | 1         | 121.20     |           |        | 1      | 121.20     |
| ILLINOIS.                                            |             |       |           |            |           |        |        |            |
| Rock Island.....                                     |             |       | 1         | 96.72      |           |        | 1      | 96.72      |
| Cairo.....                                           |             |       | 1         | 58.03      | 1         | 22.19  | 2      | 80.22      |
| Total.....                                           |             |       | 2         | 154.75     | 1         | 22.19  | 3      | 176.94     |
| OHIO.                                                |             |       |           |            |           |        |        |            |
| Cincinnati.....                                      |             |       | 2         | 527.03     |           |        | 2      | 527.03     |
| WEST VIRGINIA.                                       |             |       |           |            |           |        |        |            |
| Wheeling.....                                        |             |       | 1         | 161.90     |           |        | 1      | 161.90     |
| PENNSYLVANIA.                                        |             |       |           |            |           |        |        |            |
| Pittsburg.....                                       |             |       | 3         | 794.13     |           |        | 3      | 794.13     |
| Total Western rivers.....                            |             |       | 31        | 7,223.48   | 8         | 200.16 | 39     | 7,423.64   |

## SUMMARY.

|                               |     |            |     |            |    |          |     |            |
|-------------------------------|-----|------------|-----|------------|----|----------|-----|------------|
| Atlantic and Gulf coasts..... | 88  | 192,333.36 | 509 | 403,537.54 | 29 | 808.69   | 626 | 596,679.59 |
| Pacific coast.....            | 22  | 40,363.92  | 17  | 23,708.56  | 1  | 27.05    | 40  | 64,099.53  |
| Northern lakes.....           |     |            | 194 | 301,752.79 |    |          | 194 | 301,752.79 |
| Western rivers.....           |     |            | 31  | 7,223.48   | 8  | 200.16   | 39  | 7,423.64   |
| Grand total.....              | 110 | 232,697.28 | 751 | 736,222.37 | 38 | 1,035.90 | 899 | 969,955.55 |

<sup>1</sup> Vessels in river trade only; for seagoing vessels, see page 292.



No. 5.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED ENROLLED, AND LICENSED STEAM IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|------------|-----------|------------|-----------|--------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS.                     | No.         | Tons.      | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| MAINE.                                               |             |            |           |            |           |        |        |            |
| Waldoboro.....                                       |             |            | 1         | 52.78      |           |        | 1      | 52.78      |
| MASSACHUSETTS.                                       |             |            |           |            |           |        |        |            |
| Marblehead.....                                      |             |            | 1         | 896.02     |           |        | 1      | 896.02     |
| Boston and Charlestown.....                          | 3           | 2,025.61   | 17        | 22,123.31  |           |        | 20     | 24,148.92  |
| Fall River.....                                      |             |            | 4         | 17,140.18  |           |        | 4      | 17,140.18  |
| Total.....                                           | 3           | 2,025.61   | 22        | 40,159.51  |           |        | 25     | 42,185.12  |
| RHODE ISLAND.                                        |             |            |           |            |           |        |        |            |
| Providence.....                                      |             |            | 1         | 988.18     |           |        | 1      | 988.18     |
| Newport.....                                         |             |            | 1         | 332.44     |           |        | 1      | 332.44     |
| Total.....                                           |             |            | 2         | 1,320.62   |           |        | 2      | 1,320.62   |
| CONNECTICUT.                                         |             |            |           |            |           |        |        |            |
| Stonington.....                                      |             |            | 2         | 4,790.14   |           |        | 2      | 4,790.14   |
| New London.....                                      |             |            | 4         | 7,257.68   |           |        | 4      | 7,257.68   |
| Hartford.....                                        |             |            | 1         | 1,337.99   |           |        | 1      | 1,337.99   |
| New Haven.....                                       |             |            | 14        | 7,081.82   |           |        | 14     | 7,081.82   |
| Total.....                                           |             |            | 21        | 20,467.63  |           |        | 21     | 20,467.63  |
| NEW YORK.                                            |             |            |           |            |           |        |        |            |
| New York.....                                        | 48          | 151,389.81 | 172       | 184,191.67 | 4         | 113.46 | 224    | 335,694.94 |
| Sag Harbor.....                                      |             |            | 3         | 1,628.09   |           |        | 3      | 1,628.09   |
| Total.....                                           | 48          | 151,389.81 | 175       | 185,819.76 | 4         | 113.46 | 227    | 337,323.03 |
| NEW JERSEY.                                          |             |            |           |            |           |        |        |            |
| Newark.....                                          |             |            | 2         | 246.25     |           |        | 2      | 246.25     |
| Perth Amboy.....                                     |             |            | 7         | 913.39     |           |        | 7      | 913.39     |
| Bridgeton.....                                       |             |            | 1         | 530.73     |           |        | 1      | 530.73     |
| Total.....                                           |             |            | 10        | 1,690.37   |           |        | 10     | 1,690.37   |
| PENNSYLVANIA.                                        |             |            |           |            |           |        |        |            |
| Philadelphia.....                                    | 9           | 7,557.09   | 100       | 40,664.36  | 12        | 349.82 | 121    | 48,571.27  |
| DELAWARE.                                            |             |            |           |            |           |        |        |            |
| Delaware.....                                        |             |            | 5         | 1,780.64   | 1         | 38.18  | 6      | 1,818.82   |
| MARYLAND.                                            |             |            |           |            |           |        |        |            |
| Baltimore.....                                       | 1           | 41.24      | 66        | 49,654.23  | 5         | 145.10 | 72     | 49,840.57  |
| DISTRICT OF COLUMBIA.                                |             |            |           |            |           |        |        |            |
| Washington.....                                      |             |            | 8         | 6,860.32   |           |        | 8      | 6,860.32   |
| VIRGINIA.                                            |             |            |           |            |           |        |        |            |
| Richmond.....                                        |             |            | 2         | 1,307.83   | 1         | 15.17  | 3      | 1,323.00   |
| Yorktown.....                                        |             |            | 2         | 224.90     |           |        | 2      | 224.90     |
| Norfolk and Portsmouth.....                          |             |            | 10        | 1,499.13   | 2         | 52.88  | 12     | 1,552.01   |
| Cherrystone.....                                     |             |            | 1         | 211.83     |           |        | 1      | 211.83     |
| Total.....                                           |             |            | 15        | 3,243.69   | 3         | 68.05  | 18     | 3,311.74   |
| NORTH CAROLINA.                                      |             |            |           |            |           |        |        |            |
| Pamlico.....                                         |             |            |           |            | 1         | 25.30  | 1      | 25.30      |
| Wilmington.....                                      |             |            | 6         | 700.44     |           |        | 6      | 700.44     |
| Total.....                                           |             |            | 6         | 700.44     | 1         | 25.30  | 7      | 725.74     |
| SOUTH CAROLINA.                                      |             |            |           |            |           |        |        |            |
| Georgetown.....                                      |             |            | 2         | 158.80     |           |        | 2      | 158.80     |
| Charleston.....                                      |             |            | 6         | 995.35     |           |        | 6      | 995.35     |
| Beaufort.....                                        |             |            | 4         | 343.58     | 1         | 39.25  | 5      | 382.83     |
| Total.....                                           |             |            | 12        | 1,497.73   | 1         | 39.25  | 13     | 1,536.98   |



## No. 5.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM IRON VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |            | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|------------|-----------|------------|-----------|--------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS—Cont'd.              | No.         | Tons.      | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| GEORGIA.                                             |             |            |           |            |           |        |        |            |
| Savannah .....                                       |             |            | 18        | 25,021.76  |           |        | 18     | 25,021.76  |
| Brunswick .....                                      |             |            | 5         | 482.68     |           |        | 5      | 482.68     |
| Total.....                                           |             |            | 23        | 25,504.44  |           |        | 23     | 25,504.44  |
| FLORIDA.                                             |             |            |           |            |           |        |        |            |
| St. Johns.....                                       |             |            | 4         | 309.78     | 2         | 29.53  | 6      | 339.31     |
| Key West.....                                        | 1           | 56.02      | 1         | 70.18      |           |        | 2      | 126.20     |
| Tampa.....                                           | 1           | 1,598.49   | 1         | 449.90     |           |        | 2      | 2,048.39   |
| Pensacola.....                                       |             |            | 8         | 673.31     |           |        | 8      | 673.31     |
| Total.....                                           | 2           | 1,654.51   | 14        | 1,503.17   | 2         | 29.53  | 18     | 3,187.21   |
| ALABAMA.                                             |             |            |           |            |           |        |        |            |
| Mobile .....                                         |             |            | 2         | 307.04     |           |        | 2      | 307.04     |
| MISSISSIPPI.                                         |             |            |           |            |           |        |        |            |
| Pearl River.....                                     | 1           | 843.03     | 1         | 89.82      |           |        | 2      | 932.85     |
| LOUISIANA.                                           |             |            |           |            |           |        |        |            |
| New Orleans <sup>1</sup> .....                       | 13          | 11,513.63  | 6         | 11,157.19  |           |        | 19     | 22,670.82  |
| TEXAS.                                               |             |            |           |            |           |        |        |            |
| Galveston.....                                       |             |            | 6         | 541.44     |           |        | 6      | 541.44     |
| Total Atlantic and Gulf<br>coasts.....               | 77          | 175,024.92 | 495       | 393,015.18 | 29        | 808.69 | 601    | 568,848.79 |
| THE PACIFIC COAST.                                   |             |            |           |            |           |        |        |            |
| CALIFORNIA.                                          |             |            |           |            |           |        |        |            |
| Los Angeles.....                                     |             |            | 1         | 205.53     |           |        | 1      | 205.53     |
| San Francisco.....                                   | 13          | 28,492.62  | 12        | 16,668.91  | 1         | 27.05  | 26     | 45,188.58  |
| Total.....                                           | 13          | 28,492.62  | 13        | 16,874.44  | 1         | 27.05  | 27     | 45,394.11  |
| OREGON.                                              |             |            |           |            |           |        |        |            |
| Willamette .....                                     | 2           | 2,766.88   | 4         | 6,834.12   |           |        | 6      | 9,601.00   |
| WASHINGTON.                                          |             |            |           |            |           |        |        |            |
| Puget Sound .....                                    | 6           | 8,107.07   |           |            |           |        | 6      | 8,107.07   |
| Total Pacific coast.....                             | 21          | 39,366.57  | 17        | 23,708.56  | 1         | 27.05  | 39     | 63,102.18  |
| THE NORTHERN LAKES.                                  |             |            |           |            |           |        |        |            |
| VERMONT.                                             |             |            |           |            |           |        |        |            |
| Vermont .....                                        |             |            | 2         | 865.39     |           |        | 2      | 865.39     |
| NEW YORK.                                            |             |            |           |            |           |        |        |            |
| Champlain .....                                      |             |            | 2         | 239.45     |           |        | 2      | 239.45     |
| Buffalo Creek .....                                  |             |            | 38        | 60,786.27  |           |        | 38     | 60,786.27  |
| Total.....                                           |             |            | 40        | 61,025.72  |           |        | 40     | 61,025.72  |
| PENNSYLVANIA.                                        |             |            |           |            |           |        |        |            |
| Erie.....                                            |             |            | 9         | 16,053.43  |           |        | 9      | 16,053.43  |
| OHIO.                                                |             |            |           |            |           |        |        |            |
| Cuyahoga .....                                       |             |            | 41        | 82,599.65  |           |        | 41     | 82,599.65  |
| Sandusky .....                                       |             |            | 3         | 476.30     |           |        | 3      | 476.30     |
| Miami.....                                           |             |            | 5         | 1,478.09   |           |        | 5      | 1,478.09   |
| Total.....                                           |             |            | 49        | 84,554.04  |           |        | 49     | 84,554.04  |

<sup>1</sup> Seagoing vessels; for vessels in river trade see page 296.



No. 5.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF REGISTERED, ENROLLED, AND LICENSED STEAM IRON VESSELS, ETC.—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | REGISTERED. |       | ENROLLED. |            | LICENSED. |        | TOTAL. |            |
|------------------------------------------------------|-------------|-------|-----------|------------|-----------|--------|--------|------------|
| THE NORTHERN LAKES—<br>Continued.                    |             |       |           |            |           |        |        |            |
| MICHIGAN.                                            | No.         | Tons. | No.       | Tons.      | No.       | Tons.  | No.    | Tons.      |
| Detroit.....                                         |             |       | 18        | 24,483.30  |           |        | 18     | 24,483.30  |
| Huron.....                                           |             |       | 6         | 12,916.69  |           |        | 6      | 12,916.69  |
| Superior.....                                        |             |       | 26        | 51,022.86  |           |        | 26     | 51,022.86  |
| Michigan.....                                        |             |       | 4         | 3,539.45   |           |        | 4      | 3,539.45   |
| Total.....                                           |             |       | 54        | 91,962.30  |           |        | 54     | 91,962.30  |
| ILLINOIS.                                            |             |       |           |            |           |        |        |            |
| Chicago.....                                         |             |       | 7         | 9,545.39   |           |        | 7      | 9,545.39   |
| WISCONSIN.                                           |             |       |           |            |           |        |        |            |
| Milwaukee.....                                       |             |       | 3         | 4,481.51   |           |        | 3      | 4,481.51   |
| MINNESOTA.                                           |             |       |           |            |           |        |        |            |
| Duluth.....                                          |             |       | 3         | 161.41     |           |        | 3      | 161.41     |
| Total Northern lakes.....                            |             |       | 167       | 268,649.19 |           |        | 167    | 268,649.19 |
| THE WESTERN RIVERS.                                  |             |       |           |            |           |        |        |            |
| LOUISIANA.                                           |             |       |           |            |           |        |        |            |
| New Orleans <sup>1</sup> .....                       |             |       | 14        | 3,516.03   | 4         | 99.20  | 18     | 3,615.23   |
| MISSISSIPPI.                                         |             |       |           |            |           |        |        |            |
| Natchez.....                                         |             |       | 1         | 44.49      |           |        | 1      | 44.49      |
| TENNESSEE.                                           |             |       |           |            |           |        |        |            |
| Memphis.....                                         |             |       | 3         | 213.66     | 1         | 34.68  | 4      | 248.34     |
| KENTUCKY.                                            |             |       |           |            |           |        |        |            |
| Louisville.....                                      |             |       |           |            | 1         | 17.17  | 1      | 17.17      |
| MISSOURI.                                            |             |       |           |            |           |        |        |            |
| St. Louis.....                                       |             |       | 4         | 1,690.29   | 1         | 26.92  | 5      | 1,717.21   |
| MINNESOTA.                                           |             |       |           |            |           |        |        |            |
| Minnesota.....                                       |             |       | 1         | 121.20     |           |        | 1      | 121.20     |
| ILLINOIS.                                            |             |       |           |            |           |        |        |            |
| Rock Island.....                                     |             |       | 1         | 96.72      |           |        | 1      | 96.72      |
| Cairo.....                                           |             |       | 1         | 58.03      | 1         | 22.19  | 2      | 80.22      |
| Total.....                                           |             |       | 2         | 154.75     | 1         | 22.19  | 3      | 176.94     |
| OHIO.                                                |             |       |           |            |           |        |        |            |
| Cincinnati.....                                      |             |       | 2         | 527.03     |           |        | 2      | 527.03     |
| WEST VIRGINIA.                                       |             |       |           |            |           |        |        |            |
| Wheeling.....                                        |             |       | 1         | 161.90     |           |        | 1      | 161.90     |
| PENNSYLVANIA.                                        |             |       |           |            |           |        |        |            |
| Pittsburg.....                                       |             |       | 3         | 794.13     |           |        | 3      | 794.13     |
| Total Western rivers.....                            |             |       | 31        | 7,223.48   | 8         | 200.16 | 39     | 7,423.64   |

## SUMMARY.

|                               |    |            |     |            |    |          |     |            |
|-------------------------------|----|------------|-----|------------|----|----------|-----|------------|
| Atlantic and Gulf coasts..... | 77 | 175,024.92 | 495 | 393,015.18 | 29 | 808.69   | 601 | 568,848.79 |
| Pacific coast.....            | 21 | 39,366.57  | 17  | 23,708.56  | 1  | 27.05    | 39  | 63,102.18  |
| Northern lakes.....           |    |            | 167 | 268,649.19 |    |          | 167 | 268,649.19 |
| Western rivers.....           |    |            | 31  | 7,223.48   | 8  | 200.16   | 39  | 7,423.64   |
| Grand total.....              | 98 | 214,391.49 | 710 | 692,596.41 | 38 | 1,035.90 | 846 | 908,023.80 |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 295.



## No. 6.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | SAILING VESSELS. |           | STEAM VESSELS. |            | BARGES. |        | TOTAL. |            |
|------------------------------------------------------|------------------|-----------|----------------|------------|---------|--------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS.                     | No.              | Tons.     | No.            | Tons.      | No.     | Tons.  | No.    | Tons.      |
| MAINE.                                               |                  |           |                |            |         |        |        |            |
| Waldoboro.....                                       |                  |           | 1              | 52.78      |         |        | 1      | 52.78      |
| Bath.....                                            | 1                | 3,004.80  |                |            |         |        | 1      | 3,004.80   |
| Total.....                                           | 1                | 3,004.80  | 1              | 52.78      |         |        | 2      | 3,057.58   |
| MASSACHUSETTS.                                       |                  |           |                |            |         |        |        |            |
| Marblehead.....                                      |                  |           | 1              | 896.02     |         |        | 1      | 896.02     |
| Boston and Charlestown.....                          | 2                | 3,342.70  | 20             | 24,148.92  |         |        | 22     | 27,491.62  |
| Fall River.....                                      |                  |           | 4              | 17,140.18  |         |        | 4      | 17,140.18  |
| Total.....                                           | 2                | 3,342.70  | 25             | 42,185.12  |         |        | 27     | 45,527.82  |
| RHODE ISLAND.                                        |                  |           |                |            |         |        |        |            |
| Providence.....                                      |                  |           | 1              | 988.18     |         |        | 1      | 988.18     |
| Newport.....                                         |                  |           | 1              | 332.44     |         |        | 1      | 332.44     |
| Total.....                                           |                  |           | 2              | 1,320.62   |         |        | 2      | 1,320.62   |
| CONNECTICUT.                                         |                  |           |                |            |         |        |        |            |
| Stonington.....                                      |                  |           | 2              | 4,790.14   |         |        | 2      | 4,790.14   |
| New London.....                                      |                  |           | 4              | 7,257.68   |         |        | 4      | 7,257.68   |
| Hartford.....                                        |                  |           | 1              | 1,337.99   |         |        | 1      | 1,337.99   |
| New Haven.....                                       |                  |           | 14             | 7,081.82   |         |        | 14     | 7,081.82   |
| Total.....                                           |                  |           | 21             | 20,467.63  |         |        | 21     | 20,467.63  |
| NEW YORK.                                            |                  |           |                |            |         |        |        |            |
| New York.....                                        | 8                | 14,359.18 | 224            | 335,694.94 |         |        | 232    | 350,054.12 |
| Sag Harbor.....                                      |                  |           | 3              | 1,628.09   |         |        | 3      | 1,628.09   |
| Total.....                                           | 8                | 14,359.18 | 227            | 337,323.03 |         |        | 235    | 351,682.21 |
| NEW JERSEY.                                          |                  |           |                |            |         |        |        |            |
| Newark.....                                          |                  |           | 2              | 246.25     |         |        | 2      | 246.25     |
| Perth Amboy.....                                     |                  |           | 7              | 913.39     |         |        | 7      | 913.39     |
| Bridgeton.....                                       |                  |           | 1              | 530.73     |         |        | 1      | 530.73     |
| Total.....                                           |                  |           | 10             | 1,690.37   |         |        | 10     | 1,690.37   |
| PENNSYLVANIA.                                        |                  |           |                |            |         |        |        |            |
| Philadelphia.....                                    | 9                | 5,683.87  | 121            | 48,571.27  | 1       | 313.11 | 131    | 54,568.25  |
| DELAWARE.                                            |                  |           |                |            |         |        |        |            |
| Delaware.....                                        |                  |           | 6              | 1,818.82   |         |        | 6      | 1,818.82   |
| MARYLAND.                                            |                  |           |                |            |         |        |        |            |
| Baltimore.....                                       |                  |           | 72             | 49,840.57  | 3       | 279.31 | 75     | 50,119.88  |
| DISTRICT OF COLUMBIA.                                |                  |           |                |            |         |        |        |            |
| Washington.....                                      |                  |           | 8              | 6,860.32   |         |        | 8      | 6,860.32   |
| VIRGINIA.                                            |                  |           |                |            |         |        |        |            |
| Richmond.....                                        |                  |           | 3              | 1,323.00   |         |        | 3      | 1,323.00   |
| Yorktown.....                                        |                  |           | 2              | 224.90     |         |        | 2      | 224.90     |
| Norfolk and Portsmouth.....                          |                  |           | 12             | 1,552.01   |         |        | 12     | 1,552.01   |
| Cherrystone.....                                     |                  |           | 1              | 211.83     |         |        | 1      | 211.83     |
| Total.....                                           |                  |           | 18             | 3,311.74   |         |        | 18     | 3,311.74   |
| NORTH CAROLINA.                                      |                  |           |                |            |         |        |        |            |
| Pamlico.....                                         |                  |           | 1              | 25.30      |         |        | 1      | 25.30      |
| Wilmington.....                                      |                  |           | 6              | 700.44     |         |        | 6      | 700.44     |
| Total.....                                           |                  |           | 7              | 725.74     |         |        | 7      | 725.74     |



## No. 6.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | SAILING VESSELS. |           | STEAM VESSELS. |            | BARGES. |           | TOTAL. |            |
|------------------------------------------------------|------------------|-----------|----------------|------------|---------|-----------|--------|------------|
| THE ATLANTIC AND<br>GULF COASTS—Cont'd.              | No.              | Tons.     | No.            | Tons.      | No.     | Tons.     | No.    | Tons.      |
| SOUTH CAROLINA.                                      |                  |           |                |            |         |           |        |            |
| Georgetown.....                                      | 2                | 158.80    | 2              | 158.80     | .....   | .....     | 2      | 158.80     |
| Charleston.....                                      | 6                | 995.35    | 6              | 995.35     | .....   | .....     | 6      | 995.35     |
| Beaufort.....                                        | 5                | 382.83    | 5              | 382.83     | .....   | .....     | 5      | 382.83     |
| Total.....                                           | 13               | 1,536.98  | 13             | 1,536.98   | .....   | .....     | 13     | 1,536.98   |
| GEORGIA.                                             |                  |           |                |            |         |           |        |            |
| Savannah.....                                        | 18               | 25,021.76 | 18             | 25,021.76  | .....   | .....     | 18     | 25,021.76  |
| Brunswick.....                                       | 5                | 482.68    | 5              | 482.68     | .....   | .....     | 5      | 482.68     |
| Total.....                                           | 23               | 25,504.44 | 23             | 25,504.44  | .....   | .....     | 23     | 25,504.44  |
| FLORIDA.                                             |                  |           |                |            |         |           |        |            |
| St. Johns.....                                       | 6                | 339.31    | 6              | 339.31     | .....   | .....     | 6      | 339.31     |
| Key West.....                                        | 2                | 126.20    | 2              | 126.20     | .....   | .....     | 2      | 126.20     |
| Tampa.....                                           | 2                | 2,048.39  | 2              | 2,048.39   | .....   | .....     | 2      | 2,048.39   |
| Pensacola.....                                       | 1                | 847.83    | 8              | 673.31     | .....   | .....     | 9      | 1,521.14   |
| Total.....                                           | 1                | 847.83    | 18             | 3,187.21   | .....   | .....     | 19     | 4,035.04   |
| ALABAMA.                                             |                  |           |                |            |         |           |        |            |
| Mobile.....                                          | 2                | 307.04    | 2              | 307.04     | .....   | .....     | 2      | 307.04     |
| MISSISSIPPI.                                         |                  |           |                |            |         |           |        |            |
| Pearl River.....                                     | 2                | 932.85    | 2              | 932.85     | .....   | .....     | 2      | 932.85     |
| LOUISIANA.                                           |                  |           |                |            |         |           |        |            |
| New Orleans <sup>1</sup> .....                       | 19               | 22,670.82 | 19             | 22,670.82  | .....   | .....     | 19     | 22,670.82  |
| TEXAS.                                               |                  |           |                |            |         |           |        |            |
| Galveston.....                                       | 6                | 541.44    | 6              | 541.44     | .....   | .....     | 6      | 541.44     |
| Total Atlantic and Gulf<br>coasts.....               | 21               | 27,238.38 | 601            | 568,848.79 | 4       | 592.42    | 626    | 596,679.59 |
| THE PACIFIC COAST.                                   |                  |           |                |            |         |           |        |            |
| CALIFORNIA.                                          |                  |           |                |            |         |           |        |            |
| Los Angeles.....                                     | 1                | 205.53    | 1              | 205.53     | .....   | .....     | 1      | 205.53     |
| San Francisco.....                                   | 26               | 45,188.58 | 26             | 45,188.58  | .....   | .....     | 27     | 46,185.93  |
| Total.....                                           | 1                | 997.35    | 27             | 45,394.11  | .....   | .....     | 28     | 46,391.46  |
| OREGON.                                              |                  |           |                |            |         |           |        |            |
| Willamette.....                                      | 6                | 9,601.00  | 6              | 9,601.00   | .....   | .....     | 6      | 9,601.00   |
| WASHINGTON.                                          |                  |           |                |            |         |           |        |            |
| Puget Sound.....                                     | 6                | 8,107.07  | 6              | 8,107.07   | .....   | .....     | 6      | 8,107.07   |
| Total Pacific coast.....                             | 1                | 997.35    | 39             | 63,102.18  | .....   | .....     | 40     | 64,099.53  |
| THE NORTHERN LAKES.                                  |                  |           |                |            |         |           |        |            |
| VERMONT.                                             |                  |           |                |            |         |           |        |            |
| Vermont.....                                         | 2                | 865.39    | 2              | 865.39     | .....   | .....     | 2      | 865.39     |
| NEW YORK.                                            |                  |           |                |            |         |           |        |            |
| Champlain.....                                       | 2                | 239.45    | 2              | 239.45     | .....   | .....     | 2      | 239.45     |
| Buffalo Creek.....                                   | 38               | 60,786.27 | 38             | 60,786.27  | 23      | 26,821.74 | 61     | 87,608.01  |
| Total.....                                           | 40               | 61,025.72 | 40             | 61,025.72  | 23      | 26,821.74 | 63     | 87,847.46  |
| PENNSYLVANIA.                                        |                  |           |                |            |         |           |        |            |
| Erie.....                                            | 9                | 16,053.43 | 9              | 16,053.43  | .....   | .....     | 9      | 16,053.43  |

<sup>1</sup> Seagoing vessels; for vessels in river trade see page 299.



## No. 6.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | SAILING VESSELS. |          | STEAM VESSELS. |            | BARGES. |           | TOTAL. |            |
|------------------------------------------------------|------------------|----------|----------------|------------|---------|-----------|--------|------------|
| THE NORTHERN LAKES—<br>Continued.                    | No.              | Tons.    | No.            | Tons.      | No.     | Tons.     | No.    | Tons.      |
| OHIO.                                                |                  |          |                |            |         |           |        |            |
| Cuyahoga .....                                       | 2                | 4,474.96 | 41             | 82,599.65  | 1       | 1,601.40  | 44     | 88,676.01  |
| Sandusky .....                                       |                  |          | 3              | 476.30     |         |           | 3      | 476.30     |
| Miami .....                                          |                  |          | 5              | 1,478.09   |         |           | 5      | 1,478.09   |
| Total .....                                          | 2                | 4,474.96 | 49             | 84,554.04  | 1       | 1,601.40  | 52     | 90,630.40  |
| MICHIGAN.                                            |                  |          |                |            |         |           |        |            |
| Detroit .....                                        |                  |          | 18             | 24,483.30  |         |           | 18     | 24,483.30  |
| Huron .....                                          |                  |          | 6              | 12,916.69  |         |           | 6      | 12,916.69  |
| Superior .....                                       |                  |          | 26             | 51,022.86  |         |           | 26     | 51,022.86  |
| Michigan .....                                       |                  |          | 4              | 3,539.45   |         |           | 4      | 3,539.45   |
| Total .....                                          |                  |          | 54             | 91,962.30  |         |           | 54     | 91,962.30  |
| ILLINOIS.                                            |                  |          |                |            |         |           |        |            |
| Chicago .....                                        |                  |          | 7              | 9,545.39   |         |           | 7      | 9,545.39   |
| WISCONSIN.                                           |                  |          |                |            |         |           |        |            |
| Milwaukee .....                                      | 1                | 205.50   | 3              | 4,481.51   |         |           | 4      | 4,687.01   |
| MINNESOTA.                                           |                  |          |                |            |         |           |        |            |
| Duluth .....                                         |                  |          | 3              | 161.41     |         |           | 3      | 161.41     |
| Total Northern lakes...                              | 3                | 4,680.46 | 167            | 268,649.19 | 24      | 28,423.14 | 194    | 301,752.79 |
| THE WESTERN RIVERS.                                  |                  |          |                |            |         |           |        |            |
| LOUISIANA.                                           |                  |          |                |            |         |           |        |            |
| New Orleans <sup>1</sup> .....                       |                  |          | 18             | 3,615.23   |         |           | 18     | 3,615.23   |
| MISSISSIPPI.                                         |                  |          |                |            |         |           |        |            |
| Natchez .....                                        |                  |          | 1              | 44.49      |         |           | 1      | 44.49      |
| TENNESSEE.                                           |                  |          |                |            |         |           |        |            |
| Memphis .....                                        |                  |          | 4              | 248.34     |         |           | 4      | 248.34     |
| KENTUCKY.                                            |                  |          |                |            |         |           |        |            |
| Louisville .....                                     |                  |          | 1              | 17.17      |         |           | 1      | 17.17      |
| MISSOURI.                                            |                  |          |                |            |         |           |        |            |
| St. Louis .....                                      |                  |          | 5              | 1,717.21   |         |           | 5      | 1,717.21   |
| MINNESOTA.                                           |                  |          |                |            |         |           |        |            |
| Minnesota .....                                      |                  |          | 1              | 121.20     |         |           | 1      | 121.20     |
| ILLINOIS.                                            |                  |          |                |            |         |           |        |            |
| Rock Island .....                                    |                  |          | 1              | 96.72      |         |           | 1      | 96.72      |
| Cairo .....                                          |                  |          | 2              | 80.22      |         |           | 2      | 80.22      |
| Total .....                                          |                  |          | 3              | 176.94     |         |           | 3      | 176.94     |
| OHIO.                                                |                  |          |                |            |         |           |        |            |
| Cincinnati .....                                     |                  |          | 2              | 527.03     |         |           | 2      | 527.03     |
| WEST VIRGINIA.                                       |                  |          |                |            |         |           |        |            |
| Wheeling .....                                       |                  |          | 1              | 161.90     |         |           | 1      | 161.90     |
| PENNSYLVANIA.                                        |                  |          |                |            |         |           |        |            |
| Pittsburg .....                                      |                  |          | 3              | 794.13     |         |           | 3      | 794.13     |
| Total Western rivers...                              |                  |          | 39             | 7,423.64   |         |           | 39     | 7,423.64   |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 298.



## No. 6.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895—Continued.

## SUMMARY.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH DOCUMENTED. | SAILING VESSELS. |           | STEAM VESSELS. |            | BARGES. |           | TOTAL. |            |
|------------------------------------------------------|------------------|-----------|----------------|------------|---------|-----------|--------|------------|
|                                                      | No.              | Tons.     | No.            | Tons.      | No.     | Tons.     | No.    | Tons.      |
| Atlantic and Gulf coasts.....                        | 21               | 27,238.38 | 601            | 568,848.79 | 4       | 592.42    | 626    | 596,679.59 |
| Pacific coast.....                                   | 1                | 997.35    | 39             | 63,102.18  | .....   | .....     | 40     | 64,099.53  |
| Northern lakes.....                                  | 3                | 4,680.46  | 167            | 268,649.19 | 24      | 28,423.14 | 194    | 301,752.79 |
| Western rivers.....                                  | .....            | .....     | 39             | 7,423.64   | .....   | .....     | 39     | 7,423.64   |
| Grand total.....                                     | 25               | 32,916.19 | 846            | 908,023.80 | 28      | 29,015.56 | 899    | 969,955.55 |

## No. 7.—CONSOLIDATED STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF WOODEN AND IRON VESSELS OF THE UNITED STATES, JUNE 30, 1895.

| CLASS AND MATERIAL.     | REGISTERED. |            | ENROLLED. |              | LICENSED. |           | TOTAL. |              |
|-------------------------|-------------|------------|-----------|--------------|-----------|-----------|--------|--------------|
|                         | No.         | Tons.      | No.       | Tons.        | No.       | Tons.     | No.    | Tons.        |
| WOODEN VESSELS.         |             |            |           |              |           |           |        |              |
| Sailing.....            | 993         | 563,124.15 | 7,191     | 1,301,599.53 | 6,434     | 67,836.21 | 14,618 | 1,932,559.89 |
| Steam.....              | 141         | 37,653.62  | 4,492     | 1,243,608.04 | 1,075     | 23,515.73 | 5,708  | 1,304,777.39 |
| Canal boats.....        | .....       | .....      | 680       | 75,050.79    | .....     | .....     | 680    | 75,050.79    |
| Barges.....             | 16          | 4,711.76   | 1,294     | 348,623.55   | 25        | 281.08    | 1,335  | 353,616.39   |
| Total.....              | 1,150       | 605,489.53 | 13,657    | 2,968,881.91 | 7,534     | 91,633.02 | 22,341 | 3,666,004.46 |
| IRON AND STEEL VESSELS. |             |            |           |              |           |           |        |              |
| Sailing.....            | 9           | 18,026.48  | 16        | 14,889.71    | .....     | .....     | 25     | 32,916.19    |
| Steam.....              | 98          | 214,391.49 | 710       | 692,596.41   | 38        | 1,035.90  | 846    | 908,023.80   |
| Barges.....             | 3           | 279.31     | 25        | 28,736.25    | .....     | .....     | 28     | 29,015.56    |
| Total.....              | 110         | 232,697.28 | 751       | 736,222.37   | 38        | 1,035.90  | 899    | 969,955.55   |



No. 8—BALANCE SHEET OF TONNAGE ACCOUNTS SHOWING THE INCREASE AND DECREASE IN REGISTERED, ENROLLED, AND LICENSED VESSELS, JUNE 30, 1895.

|                                                                   | REGISTERED. |            | ENROLLED. |              | LICENSED. |           | TOTAL. |              |
|-------------------------------------------------------------------|-------------|------------|-----------|--------------|-----------|-----------|--------|--------------|
|                                                                   | No.         | Tons.      | No.       | Tons.        | No.       | Tons.     | No.    | Tons.        |
| DEBIT.                                                            |             |            |           |              |           |           |        |              |
| Tonnage outstanding, June 30, 1894.....                           | 1,350       | 916,179.71 | 14,645    | 3,675,215.68 | 7,591     | 92,633.59 | 23,586 | 4,684,028.98 |
| Tonnage built, June 30, 1895.....                                 | 23          | 16,958.15  | 336       | 91,082.51    | 335       | 3,561.57  | 694    | 111,602.23   |
| Tonnage wrecked and documented, June 30, 1895.....                | 2           | 6,324.79   | 4         | 1,181.04     | 1         | 15.75     | 7      | 7,521.58     |
| Foreign tonnage documented by act of Congress, June 30, 1895..... | 4           | 3,727.99   | 4         | 3,127.17     | .....     | .....     | 8      | 6,855.16     |
| Redocumented tonnage which was laid up, etc., June 30, 1894.....  | .....       | .....      | 15        | 52,843.44    | .....     | .....     | 15     | 52,843.44    |
| Total.....                                                        | 1,379       | 943,190.64 | 14,904    | 3,823,449.84 | 7,927     | 96,210.91 | 24,310 | 4,862,851.39 |
| CREDIT.                                                           |             |            |           |              |           |           |        |              |
| Tonnage outstanding, June 30, 1895.....                           | 1,260       | 838,186.81 | 14,408    | 3,705,104.28 | 7,572     | 92,668.92 | 23,240 | 4,635,960.01 |
| Tonnage sold to aliens, June 30, 1895.....                        | 33          | 11,941.74  | 11        | 1,969.56     | 4         | 82.32     | 48     | 13,993.62    |
| Tonnage lost or wrecked, June 30, 1895.....                       | 70          | 38,864.03  | 318       | 83,352.80    | 97        | 1,261.12  | 485    | 123,477.95   |
| Tonnage abandoned, June 30, 1895.....                             | 11          | 5,520.27   | 173       | 19,634.09    | 144       | 1,655.80  | 328    | 26,810.16    |
| Tonnage sold to United States, June 30, 1895.....                 | .....       | .....      | 2         | 291.97       | 2         | 44.85     | 4      | 336.82       |
| Tonnage confiscated by foreign power, June 30, 1895.....          | .....       | .....      | 1         | 25.87        | .....     | .....     | 1      | 25.87        |
| Tonnage confiscated by United States, June 30, 1895.....          | .....       | .....      | .....     | .....        | 1         | 15.21     | 1      | 15.21        |
| Tonnage exempt by act of Congress, June 30, 1895.....             | .....       | .....      | 91        | 13,071.27    | 57        | 395.13    | 148    | 13,466.40    |
| Tonnage laid up, etc., June 30, 1895.....                         | 5           | 48,677.79  | .....     | .....        | 50        | 87.56     | 55     | 48,765.35    |
| Total.....                                                        | 1,379       | 943,190.64 | 15,004    | 3,823,449.84 | 7,927     | 96,210.91 | 24,310 | 4,862,851.39 |



No. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1895.

|                                                                       | Ships. | Barks. | Barkentines. | Brigs. | Brigantines. | Schooners. | Sloops. | Sailing vessels. | Steam vessels. | Canal boats. | Barges. | Number.     | Tons.      |
|-----------------------------------------------------------------------|--------|--------|--------------|--------|--------------|------------|---------|------------------|----------------|--------------|---------|-------------|------------|
| DEBIT.                                                                |        |        |              |        |              |            |         |                  |                |              |         |             |            |
| Built.....                                                            |        |        |              | 1      |              | 188        | 208     | 397              | 248            | 11           | 38      | 694         | 111,602.23 |
| Foreign vessels wrecked and documented.....                           | 1      |        |              |        |              | 2          |         | 3                | 2              |              | 2       | 7           | 7,521.58   |
| Foreign vessels documented by act of Congress.....                    |        |        |              |        |              | 1          |         | 4                | 3              |              | 1       | 8           | 6,855.16   |
| Net amount of tonnage redocumented, laid up, etc., June 30, 1894..... | }      |        |              | 4      |              | 268        | —50     | 262              | —29            | 68           | 5       | {—40<br>346 | 4,078.09   |
| Balance in favor of decreased tonnage.....                            | 8      | 24     |              | 6      | 2            |            |         |                  |                |              |         |             | 48,068.97  |
| Total.....                                                            | 9      | 25     | 7            | 6      | 2            | 459        | 158     | 666              | 224            | 79           | 46      | 1,015       | 178,126.03 |
| CREDIT.                                                               |        |        |              |        |              |            |         |                  |                |              |         |             |            |
| Sold to foreigners.....                                               | 3      | 7      |              | 1      |              | 24         | 2       | 37               | 11             |              |         | 48          | 13,993.62  |
| Lost.....                                                             | 6      | 9      | 6            | 4      | 2            | 284        | 32      | 343              | 125            | 1            | 16      | 485         | 123,477.95 |
| Abandoned.....                                                        |        | 9      | 1            | 1      |              | 144        | 73      | 228              | 83             | 1            | 16      | 328         | 26,810.16  |
| Sold to the United States.....                                        |        |        |              |        |              |            |         |                  | 4              |              |         | 4           | 336.82     |
| Confiscated by foreign power.....                                     |        |        |              |        |              |            |         |                  | 1              |              |         | 1           | 25.87      |
| Confiscated by the United States.....                                 |        |        |              |        |              | 1          |         | 1                |                |              |         | 1           | 15.21      |
| Exempt by act of Congress.....                                        |        |        |              |        |              | 6          | 51      | 57               |                | 77           | 14      | 148         | 13,466.40  |
| Total.....                                                            | 9      | 25     | 7            | 6      | 2            | 459        | 158     | 666              | 224            | 79           | 46      | 1,015       | 178,126.03 |

This balance sheet shows that the documented tonnage of the United States has DECREASED during the year ended June 30, 1895, 346 vessels, 48,068.97 tons. This decreased tonnage is distributed among the several classes of vessels as follows:

|                                 | Number. | Tons.     |
|---------------------------------|---------|-----------|
| Sailing vessels (decrease)..... | 302     | 57,422.82 |
| Steam vessels (increase).....   | 28      | 23,370.75 |
| Canal boats (decrease).....     | 65      | 7,310.85  |
| Barges (decrease).....          | 7       | 6,706.05  |
| Net decrease.....               | 346     | 48,068.97 |







## No. 10.—STATEMENT SHOWING THE AMOUNT OF REGISTERED, ENROLLED, AND MARINE OF THE UNITED

| YEAR END-<br>ING—       | REGISTERED VESSELS.   |             |        |          |        |             | ENROLLED VESSELS.     |             |        |          |        |             |
|-------------------------|-----------------------|-------------|--------|----------|--------|-------------|-----------------------|-------------|--------|----------|--------|-------------|
|                         | Sailing. <sup>1</sup> |             | Steam. |          | Total. |             | Sailing. <sup>1</sup> |             | Steam. |          | Total. |             |
|                         | No.                   | Tons.       | No.    | Tons.    | No.    | Tons.       | No.                   | Tons.       | No.    | Tons.    | No.    | Tons.       |
| Dec. 31—                |                       |             |        |          |        |             |                       |             |        |          |        |             |
| 1789.....               |                       | 123, 893    |        |          |        | 123, 893    |                       | 77, 669     |        |          |        | 77, 669     |
| 1790.....               |                       | 346, 254    |        |          |        | 346, 254    |                       | 132, 123    |        |          |        | 132, 123    |
| 1791.....               |                       | 363, 110    |        |          |        | 363, 110    |                       | 139, 036    |        |          |        | 139, 036    |
| 1792.....               |                       | 411, 438    |        |          |        | 411, 438    |                       | 153, 019    |        |          |        | 153, 019    |
| 1793.....               |                       | 367, 734    |        |          |        | 367, 734    |                       | 143, 827    |        |          |        | 143, 827    |
| 1794.....               |                       | 438, 863    |        |          |        | 438, 863    |                       | 167, 228    |        |          |        | 167, 228    |
| 1795.....               |                       | 529, 471    |        |          |        | 529, 471    |                       | 192, 846    |        |          |        | 192, 846    |
| 1796.....               |                       | 576, 733    |        |          |        | 576, 733    |                       | 226, 297    |        |          |        | 226, 297    |
| 1797.....               |                       | 597, 777    |        |          |        | 597, 777    |                       | 248, 587    |        |          |        | 248, 587    |
| 1798.....               |                       | 603, 376    |        |          |        | 603, 376    |                       | 263, 584    |        |          |        | 263, 584    |
| 1799.....               |                       | 662, 197    |        |          |        | 662, 197    |                       | 245, 429    |        |          |        | 245, 429    |
| 1800.....               |                       | 669, 921    |        |          |        | 669, 921    |                       | 268, 254    |        |          |        | 268, 254    |
| 1801.....               |                       | 632, 907    |        |          |        | 632, 907    |                       | 278, 271    |        |          |        | 278, 271    |
| 1802.....               |                       | 560, 381    |        |          |        | 560, 381    |                       | 294, 111    |        |          |        | 294, 111    |
| 1803.....               |                       | 597, 157    |        |          |        | 597, 157    |                       | 313, 235    |        |          |        | 313, 235    |
| 1804.....               |                       | 672, 530    |        |          |        | 672, 530    |                       | 330, 251    |        |          |        | 330, 251    |
| 1805.....               |                       | 749, 341    |        |          |        | 749, 341    |                       | 350, 743    |        |          |        | 350, 743    |
| 1806.....               |                       | 808, 285    |        |          |        | 808, 285    |                       | 361, 059    |        |          |        | 361, 059    |
| 1807.....               |                       | 848, 307    |        |          |        | 848, 307    |                       | 379, 787    |        |          |        | 379, 787    |
| 1808.....               |                       | 769, 054    |        |          |        | 769, 054    |                       | 432, 006    |        |          |        | 432, 006    |
| 1809.....               |                       | 910, 059    |        |          |        | 910, 059    |                       | 398, 184    |        |          |        | 398, 184    |
| 1810.....               |                       | 984, 269    |        |          |        | 984, 269    |                       | 397, 704    |        |          |        | 397, 704    |
| 1811.....               |                       | 768, 852    |        |          |        | 768, 852    |                       | 420, 674    |        |          |        | 420, 674    |
| 1812.....               |                       | 760, 624    |        |          |        | 760, 624    |                       | 465, 945    |        |          |        | 465, 945    |
| 1813.....               |                       | 674, 853    |        |          |        | 674, 853    |                       | 445, 449    |        |          |        | 445, 449    |
| 1814.....               |                       | 674, 633    |        |          |        | 674, 633    |                       | 435, 139    |        |          |        | 435, 139    |
| 1815.....               |                       | 854, 295    |        |          |        | 854, 295    |                       | 462, 807    |        |          |        | 462, 807    |
| 1816.....               |                       | 800, 760    |        |          |        | 800, 760    |                       | 519, 026    |        |          |        | 519, 026    |
| 1817.....               |                       | 809, 725    |        |          |        | 809, 725    |                       | 535, 798    |        |          |        | 535, 798    |
| 1818.....               |                       | 606, 089    |        |          |        | 606, 089    |                       | 562, 307    |        |          |        | 562, 307    |
| 1819.....               |                       | 612, 930    |        |          |        | 612, 930    |                       | 589, 288    |        |          |        | 589, 288    |
| 1820.....               |                       | 619, 048    |        |          |        | 619, 048    |                       | 600, 977    |        |          |        | 600, 977    |
| 1821.....               |                       | 619, 896    |        |          |        | 619, 896    |                       | 612, 712    |        |          |        | 612, 712    |
| 1822.....               |                       | 628, 150    |        |          |        | 628, 150    |                       | 634, 619    |        |          |        | 634, 619    |
| 1823.....               |                       | 639, 921    |        |          |        | 639, 921    |                       | 609, 156    |        | 24, 879  |        | 634, 035    |
| 1824.....               |                       | 669, 973    |        |          |        | 669, 973    |                       | 636, 032    |        | 21, 610  |        | 657, 642    |
| 1825.....               |                       | 700, 788    |        |          |        | 700, 788    |                       | 634, 838    |        | 23, 061  |        | 657, 899    |
| 1826.....               |                       | 737, 978    |        |          |        | 737, 978    |                       | 696, 123    |        | 34, 059  |        | 731, 182    |
| 1827.....               |                       | 747, 170    |        |          |        | 747, 170    |                       | 766, 788    |        | 40, 198  |        | 806, 986    |
| 1828.....               |                       | 812, 619    |        |          |        | 812, 619    |                       | 822, 753    |        | 39, 418  |        | 862, 171    |
| 1829.....               |                       | 650, 143    |        |          |        | 650, 143    |                       | 534, 320    |        | 54, 037  |        | 588, 357    |
| 1830.....               |                       | 575, 056    |        | 1, 419   |        | 576, 475    |                       | 528, 394    |        | 63, 053  |        | 591, 447    |
| 1831.....               |                       | 619, 575    |        | 877      |        | 620, 452    |                       | 551, 449    |        | 68, 568  |        | 620, 017    |
| 1832.....               |                       | 686, 809    |        | 181      |        | 686, 990    |                       | 633, 056    |        | 90, 633  |        | 723, 689    |
| 1833.....               |                       | 749, 482    |        | 545      |        | 750, 027    |                       | 723, 890    |        | 101, 306 |        | 825, 196    |
| 1834.....               |                       | 857, 098    |        | 340      |        | 857, 438    |                       | 746, 908    |        | 122, 474 |        | 869, 382    |
| Sept. 30—               |                       |             |        |          |        |             |                       |             |        |          |        |             |
| 1835 <sup>2</sup> ..... |                       | 885, 482    |        | 340      |        | 885, 822    |                       | 784, 138    |        | 122, 474 |        | 906, 612    |
| 1836.....               |                       | 897, 321    |        | 454      |        | 897, 775    |                       | 807, 425    |        | 145, 102 |        | 952, 527    |
| 1837.....               |                       | 809, 343    |        | 1, 104   |        | 810, 447    |                       | 897, 350    |        | 153, 661 |        | 1, 051, 011 |
| 1838.....               |                       | 819, 801    |        | 2, 791   |        | 822, 592    |                       | 943, 367    |        | 190, 632 |        | 1, 133, 999 |
| 1839.....               |                       | 829, 096    |        | 5, 149   |        | 834, 245    |                       | 1, 032, 023 |        | 189, 879 |        | 1, 221, 902 |
| 1840.....               |                       | 895, 610    |        | 4, 155   |        | 899, 765    |                       | 1, 042, 676 |        | 198, 184 |        | 1, 240, 860 |
| 1841.....               |                       | 945, 057    |        | 746      |        | 945, 803    |                       | 973, 571    |        | 174, 342 |        | 1, 147, 913 |
| 1842.....               |                       | 970, 658    |        | 4, 701   |        | 975, 359    |                       | 859, 619    |        | 225, 050 |        | 1, 084, 669 |
| June 30—                |                       |             |        |          |        |             |                       |             |        |          |        |             |
| 1843.....               |                       | 1, 003, 932 |        | 5, 373   |        | 1, 009, 305 |                       | 883, 534    |        | 231, 494 |        | 1, 115, 028 |
| 1844.....               |                       | 1, 061, 855 |        | 6, 910   |        | 1, 068, 765 |                       | 908, 268    |        | 265, 270 |        | 1, 173, 538 |
| 1845.....               |                       | 1, 088, 680 |        | 6, 492   |        | 1, 095, 172 |                       | 962, 817    |        | 319, 527 |        | 1, 282, 344 |
| 1846.....               |                       | 1, 124, 000 |        | 6, 287   |        | 1, 130, 287 |                       | 1, 057, 684 |        | 341, 606 |        | 1, 399, 290 |
| 1847.....               |                       | 1, 235, 682 |        | 5, 631   |        | 1, 241, 313 |                       | 1, 155, 042 |        | 399, 210 |        | 1, 554, 252 |
| 1848.....               |                       | 1, 344, 819 |        | 16, 068  |        | 1, 360, 887 |                       | 1, 335, 809 |        | 411, 823 |        | 1, 747, 632 |
| 1849.....               |                       | 1, 418, 072 |        | 20, 870  |        | 1, 438, 942 |                       | 1, 406, 710 |        | 441, 525 |        | 1, 848, 235 |
| 1850.....               |                       | 1, 540, 769 |        | 44, 942  |        | 1, 585, 711 |                       | 1, 418, 550 |        | 481, 005 |        | 1, 899, 555 |
| 1851.....               |                       | 1, 663, 917 |        | 62, 390  |        | 1, 726, 307 |                       | 1, 471, 116 |        | 521, 217 |        | 1, 992, 333 |
| 1852.....               |                       | 1, 819, 744 |        | 79, 704  |        | 1, 899, 448 |                       | 1, 619, 691 |        | 563, 536 |        | 2, 183, 227 |
| 1853.....               |                       | 2, 013, 154 |        | 90, 520  |        | 2, 103, 674 |                       | 1, 728, 524 |        | 514, 098 |        | 2, 242, 622 |
| 1854.....               |                       | 2, 238, 783 |        | 95, 036  |        | 2, 333, 819 |                       | 1, 829, 564 |        | 581, 571 |        | 2, 411, 135 |
| 1855.....               |                       | 2, 420, 091 |        | 115, 045 |        | 2, 535, 136 |                       | 1, 960, 491 |        | 655, 240 |        | 2, 615, 731 |
| 1856.....               |                       | 2, 401, 688 |        | 89, 715  |        | 2, 491, 403 |                       | 1, 754, 524 |        | 583, 362 |        | 2, 337, 886 |
| 1857.....               |                       | 2, 377, 095 |        | 86, 873  |        | 2, 463, 968 |                       | 1, 814, 459 |        | 618, 911 |        | 2, 433, 370 |
| 1858.....               |                       | 2, 421, 715 |        | 78, 027  |        | 2, 499, 742 |                       | 1, 850, 723 |        | 651, 363 |        | 2, 502, 086 |
| 1859.....               |                       | 2, 414, 654 |        | 92, 748  |        | 2, 507, 402 |                       | 1, 910, 962 |        | 676, 005 |        | 2, 586, 967 |
| 1860.....               |                       | 2, 448, 941 |        | 97, 296  |        | 2, 546, 237 |                       | 1, 982, 297 |        | 770, 641 |        | 2, 752, 938 |

<sup>1</sup> Including canal boats and barges.<sup>2</sup> Nine months.



## LICENSED SAILING AND STEAM TONNAGE, CONSTITUTING THE TOTAL MERCHANT STATES FROM 1789 TO 1895.

| LICENSED VESSELS, UNDER 20 TONS. |        |        |       |        |        | TOTAL MERCHANT MARINE. |           |        |         |        |           | Annual<br>increase<br>or de-<br>crease(—)<br>per cent. |
|----------------------------------|--------|--------|-------|--------|--------|------------------------|-----------|--------|---------|--------|-----------|--------------------------------------------------------|
| Sailing. <sup>1</sup>            |        | Steam. |       | Total. |        | Sailing. <sup>1</sup>  |           | Steam. |         | Total. |           |                                                        |
| No.                              | Tons.  | No.    | Tons. | No.    | Tons.  | No.                    | Tons.     | No.    | Tons.   | No.    | Tons.     |                                                        |
| .....                            | .....  | .....  | ..... | .....  | .....  | .....                  | 201,562   | .....  | .....   | .....  | 201,562   | .....                                                  |
| .....                            | .....  | .....  | ..... | .....  | .....  | .....                  | 478,377   | .....  | .....   | .....  | 478,377   | 137.33                                                 |
| .....                            | .....  | .....  | ..... | .....  | .....  | .....                  | 502,146   | .....  | .....   | .....  | 502,146   | 4.96                                                   |
| .....                            | .....  | .....  | ..... | .....  | .....  | .....                  | 564,457   | .....  | .....   | .....  | 564,457   | 12.40                                                  |
| .....                            | 9,203  | .....  | ..... | .....  | 9,203  | .....                  | 520,764   | .....  | .....   | .....  | 520,764   | — 7.74                                                 |
| .....                            | 22,527 | .....  | ..... | .....  | 22,527 | .....                  | 628,618   | .....  | .....   | .....  | 628,618   | 20.71                                                  |
| .....                            | 25,648 | .....  | ..... | .....  | 25,648 | .....                  | 747,965   | .....  | .....   | .....  | 747,965   | 19.00                                                  |
| .....                            | 28,870 | .....  | ..... | .....  | 28,870 | .....                  | 831,900   | .....  | .....   | .....  | 831,900   | 11.22                                                  |
| .....                            | 30,548 | .....  | ..... | .....  | 30,548 | .....                  | 876,912   | .....  | .....   | .....  | 876,912   | 5.41                                                   |
| .....                            | 31,368 | .....  | ..... | .....  | 31,368 | .....                  | 898,328   | .....  | .....   | .....  | 898,328   | 2.44                                                   |
| .....                            | 31,782 | .....  | ..... | .....  | 31,782 | .....                  | 939,408   | .....  | .....   | .....  | 939,408   | 4.57                                                   |
| .....                            | 34,317 | .....  | ..... | .....  | 34,317 | .....                  | 972,492   | .....  | .....   | .....  | 972,492   | 3.52                                                   |
| .....                            | 36,398 | .....  | ..... | .....  | 36,398 | .....                  | 947,576   | .....  | .....   | .....  | 947,576   | — 2.56                                                 |
| .....                            | 37,614 | .....  | ..... | .....  | 37,614 | .....                  | 892,106   | .....  | .....   | .....  | 892,106   | — 5.85                                                 |
| .....                            | 38,780 | .....  | ..... | .....  | 38,780 | .....                  | 949,172   | .....  | .....   | .....  | 949,172   | 6.39                                                   |
| .....                            | 39,623 | .....  | ..... | .....  | 39,623 | .....                  | 1,042,404 | .....  | .....   | .....  | 1,042,404 | 1.00                                                   |
| .....                            | 40,283 | .....  | ..... | .....  | 40,283 | .....                  | 1,140,367 | .....  | .....   | .....  | 1,140,367 | 9.40                                                   |
| .....                            | 39,393 | .....  | ..... | .....  | 39,393 | .....                  | 1,208,737 | .....  | .....   | .....  | 1,208,737 | 5.99                                                   |
| .....                            | 40,454 | .....  | ..... | .....  | 40,454 | .....                  | 1,268,548 | .....  | .....   | .....  | 1,268,548 | 4.95                                                   |
| .....                            | 41,535 | .....  | ..... | .....  | 41,535 | .....                  | 1,242,595 | .....  | .....   | .....  | 1,242,595 | — 2.04                                                 |
| .....                            | 42,039 | .....  | ..... | .....  | 42,039 | .....                  | 1,350,282 | .....  | .....   | .....  | 1,350,282 | 8.66                                                   |
| .....                            | 42,810 | .....  | ..... | .....  | 42,810 | .....                  | 1,424,783 | .....  | .....   | .....  | 1,424,783 | 5.51                                                   |
| .....                            | 42,976 | .....  | ..... | .....  | 42,976 | .....                  | 1,232,502 | .....  | .....   | .....  | 1,232,502 | —13.49                                                 |
| .....                            | 43,428 | .....  | ..... | .....  | 43,428 | .....                  | 1,269,997 | .....  | .....   | .....  | 1,269,997 | 2.95                                                   |
| .....                            | 46,326 | .....  | ..... | .....  | 46,326 | .....                  | 1,166,628 | .....  | .....   | .....  | 1,166,628 | — 8.14                                                 |
| .....                            | 49,437 | .....  | ..... | .....  | 49,437 | .....                  | 1,159,209 | .....  | .....   | .....  | 1,159,209 | 0.63                                                   |
| .....                            | 51,026 | .....  | ..... | .....  | 51,026 | .....                  | 1,368,128 | .....  | .....   | .....  | 1,368,128 | 18.02                                                  |
| .....                            | 52,433 | .....  | ..... | .....  | 52,433 | .....                  | 1,372,219 | .....  | .....   | .....  | 1,372,219 | 0.29                                                   |
| .....                            | 54,389 | .....  | ..... | .....  | 54,389 | .....                  | 1,399,912 | .....  | .....   | .....  | 1,399,912 | 2.02                                                   |
| .....                            | 56,789 | .....  | ..... | .....  | 56,789 | .....                  | 1,225,185 | .....  | .....   | .....  | 1,225,185 | —12.48                                                 |
| .....                            | 58,534 | .....  | ..... | .....  | 58,534 | .....                  | 1,260,752 | .....  | .....   | .....  | 1,260,752 | 2.90                                                   |
| .....                            | 60,142 | .....  | ..... | .....  | 60,142 | .....                  | 1,280,167 | .....  | .....   | .....  | 1,280,167 | 1.54                                                   |
| .....                            | 66,350 | .....  | ..... | .....  | 66,350 | .....                  | 1,298,958 | .....  | .....   | .....  | 1,298,958 | 1.47                                                   |
| .....                            | 61,930 | .....  | ..... | .....  | 61,930 | .....                  | 1,324,699 | .....  | .....   | .....  | 1,324,699 | 1.98                                                   |
| .....                            | 62,610 | .....  | ..... | .....  | 62,610 | .....                  | 1,311,687 | .....  | 24,879  | .....  | 1,336,566 | 0.89                                                   |
| .....                            | 61,548 | .....  | ..... | .....  | 61,548 | .....                  | 1,367,553 | .....  | 21,610  | .....  | 1,389,163 | 3.94                                                   |
| .....                            | 64,424 | .....  | ..... | .....  | 64,424 | .....                  | 1,400,050 | .....  | 23,061  | .....  | 1,423,111 | 2.44                                                   |
| .....                            | 66,031 | .....  | ..... | .....  | 66,031 | .....                  | 1,500,132 | .....  | 34,059  | .....  | 1,534,191 | 7.80                                                   |
| .....                            | 66,451 | .....  | ..... | .....  | 66,451 | .....                  | 1,580,409 | .....  | 40,198  | .....  | 1,620,607 | 5.63                                                   |
| .....                            | 66,602 | .....  | ..... | .....  | 66,602 | .....                  | 1,701,974 | .....  | 39,418  | .....  | 1,741,392 | 7.45                                                   |
| .....                            | 22,298 | .....  | ..... | .....  | 22,298 | .....                  | 1,206,761 | .....  | 54,037  | .....  | 1,260,798 | —27.60                                                 |
| .....                            | 23,854 | .....  | ..... | .....  | 23,854 | .....                  | 1,127,304 | .....  | 64,472  | .....  | 1,191,776 | — 5.47                                                 |
| .....                            | 27,377 | .....  | ..... | .....  | 27,377 | .....                  | 1,198,401 | .....  | 69,445  | .....  | 1,267,846 | 6.38                                                   |
| .....                            | 28,771 | .....  | ..... | .....  | 28,771 | .....                  | 1,348,636 | .....  | 90,814  | .....  | 1,439,450 | 13.53                                                  |
| .....                            | 30,928 | .....  | ..... | .....  | 30,928 | .....                  | 1,504,300 | .....  | 101,851 | .....  | 1,606,151 | 11.59                                                  |
| .....                            | 32,087 | .....  | ..... | .....  | 32,087 | .....                  | 1,636,093 | .....  | 122,814 | .....  | 1,758,907 | 9.51                                                   |
| .....                            | 32,507 | .....  | ..... | .....  | 32,507 | .....                  | 1,702,127 | .....  | 122,814 | .....  | 1,824,941 | 3.75                                                   |
| .....                            | 31,800 | .....  | ..... | .....  | 31,800 | .....                  | 1,736,546 | .....  | 145,556 | .....  | 1,882,102 | 3.13                                                   |
| .....                            | 35,228 | .....  | ..... | .....  | 35,228 | .....                  | 1,741,921 | .....  | 154,765 | .....  | 1,896,686 | 0.77                                                   |
| .....                            | 39,049 | .....  | ..... | .....  | 39,049 | .....                  | 1,802,217 | .....  | 193,423 | .....  | 1,995,640 | 5.22                                                   |
| .....                            | 40,332 | .....  | ..... | .....  | 40,332 | .....                  | 1,901,451 | .....  | 195,028 | .....  | 2,096,479 | 5.05                                                   |
| .....                            | 40,139 | .....  | ..... | .....  | 40,139 | .....                  | 1,978,425 | .....  | 202,339 | .....  | 2,180,764 | 4.02                                                   |
| .....                            | 37,028 | .....  | ..... | .....  | 37,028 | .....                  | 1,955,656 | .....  | 175,088 | .....  | 2,130,744 | — 2.30                                                 |
| .....                            | 32,363 | .....  | ..... | .....  | 32,363 | .....                  | 1,892,640 | .....  | 229,751 | .....  | 2,092,391 | — 1.80                                                 |
| .....                            | 34,270 | .....  | ..... | .....  | 34,270 | .....                  | 1,921,736 | .....  | 236,867 | .....  | 2,158,603 | 3.16                                                   |
| .....                            | 37,793 | .....  | ..... | .....  | 37,793 | .....                  | 2,007,916 | .....  | 272,180 | .....  | 2,280,096 | 5.63                                                   |
| .....                            | 39,486 | .....  | ..... | .....  | 39,486 | .....                  | 2,090,983 | .....  | 326,019 | .....  | 2,417,002 | 6.00                                                   |
| .....                            | 32,508 | .....  | ..... | .....  | 32,508 | .....                  | 2,214,192 | .....  | 347,893 | .....  | 2,562,085 | 6.00                                                   |
| .....                            | 43,481 | .....  | ..... | .....  | 43,481 | .....                  | 2,434,205 | .....  | 404,841 | .....  | 2,839,046 | 10.81                                                  |
| .....                            | 45,523 | .....  | ..... | .....  | 45,523 | .....                  | 2,726,151 | .....  | 427,891 | .....  | 3,154,042 | 11.09                                                  |
| .....                            | 46,839 | .....  | ..... | .....  | 46,839 | .....                  | 2,871,621 | .....  | 462,395 | .....  | 3,334,016 | 5.71                                                   |
| .....                            | 50,188 | .....  | ..... | .....  | 50,188 | .....                  | 3,009,507 | .....  | 525,947 | .....  | 3,535,454 | 6.04                                                   |
| .....                            | 53,799 | .....  | ..... | .....  | 53,799 | .....                  | 3,188,832 | .....  | 583,607 | .....  | 3,772,439 | 6.70                                                   |
| .....                            | 55,765 | .....  | ..... | .....  | 55,765 | .....                  | 3,495,200 | .....  | 643,240 | .....  | 4,138,440 | 9.70                                                   |
| .....                            | 60,714 | .....  | ..... | .....  | 60,714 | .....                  | 3,802,392 | .....  | 604,618 | .....  | 4,407,010 | 6.49                                                   |
| .....                            | 57,948 | .....  | ..... | .....  | 57,948 | .....                  | 4,126,295 | .....  | 676,607 | .....  | 4,802,902 | 8.96                                                   |
| .....                            | 61,134 | .....  | ..... | .....  | 61,134 | .....                  | 4,441,716 | .....  | 776,285 | .....  | 5,212,001 | 8.52                                                   |
| .....                            | 42,364 | .....  | ..... | .....  | 42,364 | .....                  | 4,198,576 | .....  | 673,077 | .....  | 4,871,653 | — 6.53                                                 |
| .....                            | 43,505 | .....  | ..... | .....  | 43,505 | .....                  | 4,235,059 | .....  | 705,784 | .....  | 4,940,843 | 1.42                                                   |
| .....                            | 47,980 | .....  | ..... | .....  | 47,980 | .....                  | 4,320,418 | .....  | 729,390 | .....  | 5,049,808 | 2.20                                                   |
| .....                            | 50,669 | .....  | ..... | .....  | 50,669 | .....                  | 4,376,285 | .....  | 768,753 | .....  | 5,145,038 | 1.90                                                   |
| .....                            | 54,693 | .....  | ..... | .....  | 54,693 | .....                  | 4,485,931 | .....  | 867,937 | .....  | 5,353,868 | 4.06                                                   |

<sup>1</sup> Including canal boats and barges.



## No. 10.—STATEMENT SHOWING THE AMOUNT OF REGISTERED, ENROLLED, AND MARINE OF THE UNITED STATES

| YEAR END-<br>ING— | REGISTERED VESSELS.   |           |        |         |        |           | ENROLLED VESSELS.     |           |        |           |        |           |
|-------------------|-----------------------|-----------|--------|---------|--------|-----------|-----------------------|-----------|--------|-----------|--------|-----------|
|                   | Sailing. <sup>1</sup> |           | Steam. |         | Total. |           | Sailing. <sup>1</sup> |           | Steam. |           | Total. |           |
| June 30—          | No.                   | Tons.     | No.    | Tons.   | No.    | Tons.     | No.                   | Tons.     | No.    | Tons.     | No.    | Tons.     |
| 1861.....         | .....                 | 2,540,020 | .....  | 102,608 | .....  | 2,642,628 | .....                 | 2,064,803 | .....  | 774,596   | .....  | 2,839,399 |
| 1862.....         | .....                 | 2,177,253 | .....  | 113,998 | .....  | 2,291,251 | .....                 | 2,175,540 | .....  | 596,465   | .....  | 2,772,005 |
| 1863.....         | .....                 | 1,892,899 | .....  | 133,215 | .....  | 2,026,114 | .....                 | 2,633,889 | .....  | 442,304   | .....  | 3,076,193 |
| 1864.....         | .....                 | 1,459,888 | .....  | 122,006 | .....  | 1,581,894 | .....                 | 2,496,517 | .....  | 855,954   | .....  | 3,352,471 |
| 1865.....         | .....                 | 1,504,575 | .....  | 98,008  | .....  | 1,602,583 | .....                 | 2,484,962 | .....  | 969,131   | .....  | 3,454,093 |
| 1866.....         | .....                 | 1,294,637 | .....  | 198,289 | .....  | 1,492,926 | .....                 | 1,893,314 | .....  | 885,223   | .....  | 2,778,537 |
| 1867.....         | .....                 | 1,369,917 | .....  | 198,115 | .....  | 1,568,032 | .....                 | 1,701,593 | .....  | 993,765   | .....  | 2,695,358 |
| 1868.....         | 3,132                 | 1,343,793 | 235    | 221,939 | 3,367  | 1,565,732 | 17,233                | 1,758,025 | 3,205  | 975,142   | 20,438 | 2,733,167 |
| 1869.....         | 3,054                 | 1,353,170 | 227    | 213,252 | 3,281  | 1,566,422 | 16,633                | 1,638,692 | 3,099  | 887,401   | 19,732 | 2,526,093 |
| 1870.....         | 2,742                 | 1,324,256 | 200    | 192,544 | 2,942  | 1,516,800 | 18,431                | 1,798,418 | 3,094  | 879,522   | 21,525 | 2,677,940 |
| 1871.....         | 2,545                 | 1,244,228 | 176    | 180,914 | 2,721  | 1,425,142 | 19,229                | 1,901,731 | 3,151  | 903,543   | 22,380 | 2,805,274 |
| 1872.....         | 2,516                 | 1,232,982 | 183    | 177,666 | 1,699  | 1,410,648 | 20,204                | 2,041,347 | 3,273  | 929,962   | 23,477 | 2,971,309 |
| 1873.....         | 2,553                 | 1,229,865 | 206    | 193,423 | 2,759  | 1,423,288 | 21,426                | 2,257,498 | 3,458  | 958,417   | 24,884 | 3,215,915 |
| 1874.....         | 2,535                 | 1,233,678 | 193    | 195,245 | 2,728  | 1,428,923 | 20,864                | 2,326,577 | 3,624  | 985,569   | 24,488 | 3,312,146 |
| 1875.....         | 2,769                 | 1,362,138 | 212    | 191,689 | 2,981  | 1,553,827 | 20,297                | 2,266,584 | 3,616  | 971,806   | 23,913 | 3,238,390 |
| 1876.....         | 2,821                 | 1,394,594 | 188    | 198,227 | 3,009  | 1,592,821 | 13,735                | 1,656,504 | 3,673  | 968,300   | 17,408 | 2,624,804 |
| 1877.....         | 2,807                 | 1,421,060 | 181    | 190,133 | 2,988  | 1,611,193 | 12,961                | 1,592,834 | 3,732  | 975,033   | 16,693 | 2,567,867 |
| 1878.....         | 2,864                 | 1,458,209 | 173    | 170,838 | 3,037  | 1,629,047 | 12,635                | 1,528,979 | 3,780  | 990,382   | 16,415 | 2,519,361 |
| 1879.....         | 2,549                 | 1,335,211 | 168    | 156,323 | 2,717  | 1,491,534 | 12,654                | 1,598,792 | 3,840  | 1,012,810 | 16,494 | 2,611,602 |
| 1880.....         | 2,216                 | 1,206,206 | 132    | 146,604 | 2,378  | 1,352,810 | 12,331                | 1,590,766 | 4,079  | 1,058,587 | 16,410 | 2,649,353 |
| 1881.....         | 2,191                 | 1,182,817 | 135    | 152,769 | 2,326  | 1,335,586 | 11,590                | 1,551,246 | 4,227  | 1,105,955 | 15,817 | 2,657,201 |
| 1882.....         | 2,051                 | 1,137,724 | 124    | 154,570 | 2,185  | 1,292,294 | 11,611                | 1,612,837 | 4,514  | 1,194,383 | 16,126 | 2,807,220 |
| 1883.....         | 2,006                 | 1,130,190 | 168    | 171,905 | 2,174  | 1,302,095 | 11,432                | 1,630,831 | 4,359  | 1,227,739 | 15,791 | 2,858,570 |
| 1884.....         | 1,939                 | 1,120,033 | 188    | 184,188 | 2,127  | 1,304,221 | 11,218                | 1,623,196 | 4,294  | 1,263,332 | 15,512 | 2,886,528 |
| 1885.....         | 1,937                 | 1,101,593 | 182    | 186,406 | 2,119  | 1,287,999 | 11,050                | 1,606,578 | 4,345  | 1,289,995 | 15,395 | 2,896,573 |
| 1886.....         | 1,584                 | 934,546   | 185    | 176,633 | 1,769  | 1,111,179 | 10,866                | 1,611,181 | 4,417  | 1,327,582 | 15,283 | 2,938,763 |
| 1887.....         | 1,436                 | 841,992   | 185    | 173,571 | 1,621  | 1,015,563 | 10,508                | 1,659,081 | 4,396  | 1,349,683 | 14,904 | 3,008,764 |
| 1888.....         | 1,330                 | 760,386   | 200    | 183,398 | 1,530  | 943,784   | 10,531                | 1,720,923 | 4,565  | 1,444,435 | 15,096 | 3,165,358 |
| 1889.....         | 1,462                 | 827,124   | 219    | 194,471 | 1,681  | 1,021,595 | 10,409                | 1,651,437 | 4,744  | 1,550,044 | 15,153 | 3,201,481 |
| 1890.....         | 1,294                 | 749,065   | 233    | 197,630 | 1,527  | 946,695   | 10,320                | 1,752,241 | 4,743  | 1,639,643 | 15,063 | 3,391,884 |
| 1891.....         | 1,316                 | 765,955   | 271    | 239,995 | 1,587  | 1,005,950 | 10,358                | 1,837,810 | 4,904  | 1,753,417 | 15,262 | 3,591,227 |
| 1892.....         | 1,278                 | 765,776   | 254    | 228,899 | 1,532  | 994,675   | 10,391                | 1,857,522 | 5,070  | 1,821,997 | 15,461 | 3,679,519 |
| 1893.....         | 1,094                 | 638,700   | 249    | 261,103 | 1,343  | 899,803   | 10,404                | 1,934,855 | 5,216  | 1,897,978 | 15,620 | 3,832,833 |
| 1894.....         | 1,104                 | 650,089   | 246    | 266,091 | 1,350  | 916,180   | 9,473                 | 1,776,243 | 5,172  | 1,898,973 | 14,645 | 3,675,216 |
| 1895.....         | 1,021                 | 586,142   | 239    | 252,045 | 1,260  | 838,187   | 9,206                 | 1,768,900 | 5,202  | 1,936,204 | 14,408 | 3,705,104 |

<sup>1</sup> Including canal boats and barges.



## LICENSED SAILING AND STEAM TONNAGE, CONSTITUTING THE TOTAL MERCHANT FROM 1789 TO 1895—Continued.

| LICENSED VESSELS, UNDER 20 TONS. |        |        |        |        |        | TOTAL MERCHANT MARINE. |           |        |           |        |           | Annual<br>increase<br>or de-<br>crease(—)<br>per cent. |
|----------------------------------|--------|--------|--------|--------|--------|------------------------|-----------|--------|-----------|--------|-----------|--------------------------------------------------------|
| Sailing, <sup>1</sup>            |        | Steam. |        | Total. |        | Sailing, <sup>1</sup>  |           | Steam. |           | Total. |           |                                                        |
| No.                              | Tons.  | No.    | Tons.  | No.    | Tons.  | No.                    | Tons.     | No.    | Tons.     | No.    | Tons.     |                                                        |
| -----                            | 57,786 | -----  | -----  | -----  | 57,786 | -----                  | 4,662,609 | -----  | 877,204   | -----  | 5,539,813 | 3.47                                                   |
| -----                            | 48,908 | -----  | -----  | -----  | 48,908 | -----                  | 4,401,701 | -----  | 710,463   | -----  | 5,112,164 | — 7.72                                                 |
| -----                            | 52,749 | -----  | -----  | -----  | 52,749 | -----                  | 4,579,537 | -----  | 575,519   | -----  | 5,155,056 | 0.84                                                   |
| -----                            | 52,035 | -----  | -----  | -----  | 52,035 | -----                  | 4,008,440 | -----  | 977,960   | -----  | 4,986,400 | — 3.27                                                 |
| -----                            | 40,106 | -----  | -----  | -----  | 40,106 | -----                  | 4,029,643 | -----  | 1,067,139 | -----  | 5,096,782 | 2.21                                                   |
| -----                            | 39,315 | -----  | -----  | -----  | 39,315 | -----                  | 3,227,266 | -----  | 1,083,512 | -----  | 4,310,778 | —15.42                                                 |
| -----                            | 41,097 | -----  | -----  | -----  | 41,097 | -----                  | 3,112,607 | -----  | 1,191,880 | -----  | 4,304,487 | — 0.14                                                 |
| 4,134                            | 50,526 | 179    | 2,334  | 4,313  | 52,860 | 24,499                 | 3,152,344 | 3,619  | 1,199,415 | 28,118 | 4,351,759 | 1.10                                                   |
| 4,254                            | 49,211 | 220    | 2,915  | 4,474  | 52,126 | 23,941                 | 3,041,073 | 3,546  | 1,103,568 | 27,487 | 4,144,641 | 4.76                                                   |
| 4,301                            | 48,738 | 230    | 3,029  | 4,531  | 51,767 | 25,474                 | 3,171,412 | 3,524  | 1,075,095 | 28,998 | 4,246,507 | 2.41                                                   |
| 4,310                            | 49,011 | 240    | 3,180  | 4,550  | 52,191 | 26,084                 | 3,194,970 | 3,567  | 1,087,637 | 29,651 | 4,282,607 | 0.85                                                   |
| 4,641                            | 51,865 | 297    | 3,925  | 4,938  | 55,790 | 27,361                 | 3,326,194 | 3,753  | 1,111,553 | 31,114 | 4,437,747 | 3.62                                                   |
| 4,678                            | 52,221 | 351    | 4,603  | 5,029  | 56,824 | 28,657                 | 3,539,584 | 4,015  | 1,156,443 | 32,672 | 4,696,027 | 5.82                                                   |
| 4,901                            | 54,787 | 369    | 4,796  | 5,270  | 59,583 | 28,300                 | 3,615,042 | 4,186  | 1,185,610 | 32,486 | 4,800,652 | 2.23                                                   |
| 4,984                            | 56,342 | 407    | 5,173  | 5,391  | 61,515 | 28,050                 | 3,685,064 | 4,235  | 1,168,668 | 32,285 | 4,853,732 | 1.10                                                   |
| 5,058                            | 55,988 | 459    | 5,845  | 5,517  | 61,833 | 21,614                 | 3,107,086 | 4,320  | 1,172,372 | 25,934 | 4,279,458 | —11.83                                                 |
| 5,223                            | 57,509 | 482    | 6,031  | 5,705  | 63,540 | 20,991                 | 3,071,403 | 4,395  | 1,171,197 | 25,386 | 4,242,600 | — 0.86                                                 |
| 5,293                            | 57,899 | 519    | 6,458  | 5,812  | 64,357 | 20,792                 | 3,045,087 | 4,472  | 1,167,678 | 25,264 | 4,212,765 | — 0.70                                                 |
| 5,439                            | 59,426 | 561    | 7,039  | 6,000  | 66,465 | 20,642                 | 2,993,429 | 4,569  | 1,176,172 | 25,211 | 4,169,601 | — 1.02                                                 |
| 5,418                            | 59,504 | 506    | 6,367  | 5,924  | 65,871 | 19,995                 | 2,856,476 | 4,717  | 1,211,558 | 24,712 | 4,068,034 | — 2.43                                                 |
| 5,424                            | 58,673 | 498    | 6,274  | 5,922  | 64,947 | 19,205                 | 2,792,736 | 4,860  | 1,264,998 | 24,065 | 4,057,734 | — 0.25                                                 |
| 5,516                            | 59,545 | 541    | 6,873  | 6,057  | 66,418 | 19,177                 | 2,810,107 | 5,191  | 1,355,826 | 24,368 | 4,165,933 | 2.66                                                   |
| 5,530                            | 61,272 | 722    | 13,550 | 6,252  | 74,822 | 18,968                 | 2,822,293 | 5,249  | 1,413,194 | 24,217 | 4,235,487 | 1.67                                                   |
| 5,524                            | 62,091 | 919    | 18,389 | 6,443  | 80,480 | 18,681                 | 2,805,320 | 5,401  | 1,465,909 | 24,082 | 4,271,229 | 0.84                                                   |
| 5,577                            | 62,846 | 872    | 18,516 | 6,449  | 81,362 | 18,564                 | 2,771,017 | 5,399  | 1,494,917 | 23,963 | 4,265,934 | — 0.12                                                 |
| 5,617                            | 62,425 | 865    | 18,769 | 6,482  | 81,194 | 18,067                 | 2,608,152 | 5,467  | 1,522,984 | 23,534 | 4,131,136 | — 3.16                                                 |
| 5,638                            | 62,055 | 900    | 19,463 | 6,538  | 81,518 | 17,582                 | 2,563,128 | 5,481  | 1,542,717 | 23,063 | 4,105,845 | — 0.61                                                 |
| 5,726                            | 62,536 | 929    | 20,238 | 6,655  | 82,774 | 17,587                 | 2,543,846 | 5,694  | 1,648,070 | 23,281 | 4,191,916 | 2.10                                                   |
| 5,828                            | 63,364 | 961    | 21,035 | 6,789  | 84,399 | 17,699                 | 2,541,924 | 5,924  | 1,765,551 | 23,623 | 4,307,475 | 2.75                                                   |
| 5,888                            | 64,103 | 989    | 21,815 | 6,877  | 85,918 | 17,502                 | 2,565,409 | 5,965  | 1,859,088 | 23,467 | 4,424,497 | 2.71                                                   |
| 6,009                            | 64,730 | 1,041  | 22,852 | 7,050  | 87,582 | 17,683                 | 2,668,495 | 6,216  | 2,016,264 | 23,899 | 4,684,759 | 5.88                                                   |
| 6,322                            | 67,206 | 1,068  | 23,521 | 7,390  | 90,727 | 17,991                 | 2,690,504 | 6,392  | 2,074,417 | 24,383 | 4,764,921 | 1.71                                                   |
| 6,453                            | 68,244 | 1,096  | 24,191 | 7,549  | 92,435 | 17,951                 | 2,641,799 | 6,561  | 2,183,272 | 24,512 | 4,825,071 | 1.26                                                   |
| 6,483                            | 68,267 | 1,108  | 24,366 | 7,591  | 92,633 | 17,060                 | 2,494,599 | 6,526  | 2,189,430 | 23,586 | 4,684,029 | — 2.90                                                 |
| 6,459                            | 68,117 | 1,113  | 24,552 | 7,572  | 92,669 | 16,686                 | 2,423,159 | 6,554  | 2,212,801 | 23,240 | 4,635,960 | — 1.03                                                 |

<sup>1</sup> Including canal boats and barges.



NO. 11.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN EACH CUSTOMS DISTRICT OF THE UNITED STATES, JUNE 30, 1895.

\* [This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory, and not carrying passengers, nor boats under 5 tons, net.]

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | SAILING VESSELS. |            | STEAM VESSELS. |           | CANAL BOATS. |       | BARGES. |           | TOTAL. |            |
|---------------------------------------------------|------------------|------------|----------------|-----------|--------------|-------|---------|-----------|--------|------------|
|                                                   | No.              | Tons.      | No.            | Tons.     | No.          | Tons. | No.     | Tons.     | No.    | Tons.      |
| THE ATLANTIC AND GULF COASTS.                     |                  |            |                |           |              |       |         |           |        |            |
| MAINE.                                            |                  |            |                |           |              |       |         |           |        |            |
| Passamaquoddy.....                                | 146              | 11,916.27  | 10             | 4,509.90  | .....        | ..... | 1       | 194.38    | 157    | 16,620.55  |
| Machias.....                                      | 167              | 13,739.46  | 10             | 236.16    | .....        | ..... | .....   | .....     | 177    | 13,975.62  |
| Frenchmans Bay.....                               | 197              | 10,565.65  | 14             | 934.21    | .....        | ..... | .....   | .....     | 211    | 11,499.86  |
| Castine.....                                      | 251              | 11,825.92  | 8              | 223.71    | .....        | ..... | .....   | .....     | 259    | 12,049.63  |
| Bangor.....                                       | 85               | 14,165.39  | 15             | 1,350.02  | .....        | ..... | .....   | .....     | 100    | 15,515.41  |
| Belfast.....                                      | 134              | 19,825.29  | 2              | 172.83    | .....        | ..... | .....   | .....     | 136    | 19,998.12  |
| Waldoboro.....                                    | 288              | 34,699.58  | 18             | 2,809.62  | .....        | ..... | 2       | 170.96    | 308    | 37,680.16  |
| Wiscasset.....                                    | 85               | 4,076.71   | 4              | 68.26     | .....        | ..... | .....   | .....     | 89     | 4,144.97   |
| Bath.....                                         | 166              | 96,729.11  | 39             | 7,250.20  | .....        | ..... | 8       | 11,161.55 | 213    | 115,140.86 |
| Portland and Falmouth.....                        | 193              | 39,392.63  | 40             | 14,655.73 | .....        | ..... | .....   | .....     | 233    | 54,048.36  |
| Saco.....                                         | 13               | 911.92     | 3              | 104.82    | .....        | ..... | .....   | .....     | 16     | 1,016.74   |
| Kennebunk.....                                    | 15               | 2,315.74   | .....          | .....     | .....        | ..... | .....   | .....     | 15     | 2,315.74   |
| York.....                                         | 6                | 231.68     | .....          | .....     | .....        | ..... | .....   | .....     | 6      | 231.68     |
| Total.....                                        | 1,746            | 260,395.35 | 163            | 32,315.46 | .....        | ..... | 11      | 11,526.89 | 1,920  | 304,237.70 |
| NEW HAMPSHIRE.                                    |                  |            |                |           |              |       |         |           |        |            |
| Portsmouth.....                                   | 34               | 5,039.02   | 11             | 1,459.20  | .....        | ..... | 8       | 744.74    | 53     | 7,242.96   |
| MASSACHUSETTS.                                    |                  |            |                |           |              |       |         |           |        |            |
| Newburyport.....                                  | 15               | 3,529.36   | 10             | 496.36    | .....        | ..... | 1       | 58.86     | 26     | 4,084.58   |
| Gloucester.....                                   | 435              | 33,779.42  | 11             | 828.67    | .....        | ..... | 2       | 274.55    | 448    | 34,882.64  |
| Salem and Beverly.....                            | 42               | 3,750.29   | 4              | 150.33    | .....        | ..... | .....   | .....     | 46     | 3,900.62   |
| Marblehead.....                                   | 26               | 2,999.99   | 6              | 1,051.49  | .....        | ..... | .....   | .....     | 32     | 4,051.48   |
| Boston and Charlestown.....                       | 401              | 146,624.79 | 134            | 50,671.77 | .....        | ..... | 3       | 866.15    | 538    | 198,162.71 |
| Plymouth.....                                     | 15               | 827.00     | 1              | 32.67     | .....        | ..... | .....   | .....     | 16     | 859.67     |
| Barnstable.....                                   | 214              | 19,286.00  | 5              | 106.47    | .....        | ..... | .....   | .....     | 219    | 19,392.47  |
| Nantucket.....                                    | 25               | 623.13     | .....          | .....     | .....        | ..... | .....   | .....     | 25     | 623.13     |
| Edgartown.....                                    | 31               | 832.84     | 1              | 45.25     | .....        | ..... | .....   | .....     | 32     | 878.09     |
| New Bedford.....                                  | 105              | 19,279.83  | 14             | 4,091.35  | .....        | ..... | .....   | .....     | 119    | 23,371.18  |
| Fall River.....                                   | 56               | 25,155.21  | 22             | 34,259.26 | .....        | ..... | 9       | 4,462.48  | 87     | 63,876.95  |
| Total.....                                        | 1,365            | 256,687.86 | 208            | 91,733.62 | .....        | ..... | 15      | 5,662.04  | 1,588  | 354,083.52 |



|                         |       |            |       |            |       |       |           |            |       |              |
|-------------------------|-------|------------|-------|------------|-------|-------|-----------|------------|-------|--------------|
| RHODE ISLAND.           |       |            |       |            |       |       |           |            |       |              |
| Providence.....         | 51    | 9,007.82   | 33    | 19,246.30  | ..... | ..... | 3         | 1,804.51   | 87    | 30,058.63    |
| Bristol and Warren..... | 12    | 376.72     | 2     | 48.79      | ..... | ..... | .....     | .....      | 14    | 425.51       |
| Newport.....            | 81    | 3,404.49   | 26    | 3,096.04   | ..... | ..... | .....     | 41.79      | 108   | 6,542.32     |
| Total.....              | 144   | 12,789.03  | 61    | 22,391.13  | ..... | ..... | 4         | 1,846.30   | 209   | 37,026.46    |
| CONNECTICUT.            |       |            |       |            |       |       |           |            |       |              |
| Stonington.....         | 76    | 3,889.28   | 14    | 5,867.08   | ..... | ..... | .....     | .....      | 90    | 9,756.36     |
| New London.....         | 115   | 18,544.96  | 40    | 19,106.47  | ..... | ..... | 18        | 4,815.60   | 173   | 42,467.03    |
| Hartford.....           | 31    | 2,698.35   | 22    | 3,915.80   | ..... | ..... | 30        | 8,216.39   | 83    | 14,830.54    |
| New Haven.....          | 99    | 30,326.35  | 59    | 14,057.43  | ..... | ..... | 120       | 18,296.86  | 278   | 62,680.64    |
| Fairfield.....          | 153   | 5,910.95   | 53    | 6,495.76   | ..... | 2     | 249.39    | 939.90     | 215   | 13,596.00    |
| Total.....              | 474   | 61,369.89  | 188   | 49,442.54  | ..... | 2     | 249.39    | 32,268.75  | 839   | 143,330.57   |
| NEW YORK.               |       |            |       |            |       |       |           |            |       |              |
| New York.....           | 1,795 | 378,395.28 | 1,130 | 495,070.96 | ..... | 191   | 21,886.38 | 141,448.62 | 3,768 | 1,036,801.24 |
| Sag Harbor.....         | 208   | 7,414.13   | 26    | 4,016.34   | ..... | ..... | .....     | 781.30     | 235   | 12,211.77    |
| Total.....              | 2,003 | 385,809.41 | 1,156 | 499,087.30 | ..... | 191   | 21,886.38 | 142,229.92 | 4,003 | 1,049,013.01 |
| NEW JERSEY.             |       |            |       |            |       |       |           |            |       |              |
| Newark.....             | 26    | 2,281.49   | 33    | 3,079.95   | ..... | ..... | 4         | 1,090.28   | 63    | 6,451.72     |
| Perth Amboy.....        | 273   | 30,359.12  | 58    | 9,018.24   | ..... | 2     | 250.27    | 15,915.30  | 388   | 55,546.93    |
| Little Egg Harbor.....  | 39    | 1,994.23   | 1     | 71.38      | ..... | ..... | .....     | .....      | 40    | 2,065.61     |
| Great Egg Harbor.....   | 138   | 12,832.04  | 10    | 465.35     | ..... | ..... | 1         | 48.55      | 149   | 13,345.94    |
| Bridgeton.....          | 478   | 15,998.79  | 5     | 1,015.24   | ..... | ..... | .....     | .....      | 483   | 17,014.03    |
| Burlington.....         | 9     | 373.94     | 22    | 1,774.33   | ..... | ..... | 28        | 4,985.29   | 59    | 7,133.56     |
| Total.....              | 963   | 63,839.61  | 129   | 15,424.49  | ..... | 2     | 250.27    | 22,043.42  | 1,182 | 101,557.79   |
| PENNSYLVANIA.           |       |            |       |            |       |       |           |            |       |              |
| Philadelphia.....       | 415   | 156,369.59 | 295   | 72,325.45  | ..... | 79    | 8,591.09  | 8,264.28   | 819   | 245,550.41   |
| DELAWARE.               |       |            |       |            |       |       |           |            |       |              |
| Delaware.....           | 144   | 10,483.79  | 30    | 4,173.96   | ..... | ..... | .....     | .....      | 174   | 14,657.75    |
| MARYLAND.               |       |            |       |            |       |       |           |            |       |              |
| Baltimore.....          | 885   | 55,019.67  | 172   | 67,438.76  | ..... | ..... | 22        | 3,283.63   | 1,079 | 125,742.06   |
| Annapolis.....          | 185   | 4,125.88   | ..... | .....      | ..... | ..... | .....     | .....      | 185   | 4,125.88     |
| Eastern Maryland.....   | 855   | 16,465.99  | 3     | 127.62     | ..... | ..... | .....     | .....      | 858   | 16,593.61    |
| Total.....              | 1,925 | 75,611.54  | 175   | 67,566.38  | ..... | ..... | 22        | 3,283.63   | 2,122 | 146,461.55   |
| DISTRICT OF COLUMBIA.   |       |            |       |            |       |       |           |            |       |              |
| Washington.....         | 54    | 1,668.39   | 42    | 11,510.75  | ..... | ..... | .....     | .....      | 96    | 13,179.14    |



NO. 11.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN EACH CUSTOMS DISTRICT OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | SAILING VESSELS. |           | STEAM VESSELS. |           | CANAL BOATS. |       | BARGES. |          | TOTAL. |           |
|---------------------------------------------------|------------------|-----------|----------------|-----------|--------------|-------|---------|----------|--------|-----------|
|                                                   | No.              | Tons.     | No.            | Tons.     | No.          | Tons. | No.     | Tons.    | No.    | Tons.     |
| THE ATLANTIC AND GULF COASTS—Cont'd.              |                  |           |                |           |              |       |         |          |        |           |
| VIRGINIA.                                         |                  |           |                |           |              |       |         |          |        |           |
| Alexandria.....                                   | 94               | 3,110.03  | 12             | 539.25    |              |       | 11      | 323.39   | 117    | 3,972.67  |
| Tappahannock.....                                 | 179              | 4,134.92  | 8              | 826.57    |              |       |         |          | 187    | 4,961.49  |
| Richmond.....                                     | 53               | 4,938.93  | 21             | 2,070.85  |              |       |         |          | 74     | 7,009.78  |
| Petersburg.....                                   |                  |           | 2              | 224.81    |              |       |         |          | 2      | 224.81    |
| Yorktown.....                                     | 258              | 12,012.74 | 6              | 884.78    |              |       |         |          | 264    | 12,897.52 |
| Norfolk and Portsmouth.....                       | 413              | 14,465.62 | 82             | 7,380.66  |              |       | 6       | 914.53   | 501    | 22,760.81 |
| Cherrystone.....                                  | 324              | 5,061.42  | 10             | 1,182.44  |              |       |         |          | 334    | 6,243.86  |
| Total.....                                        | 1,321            | 43,723.66 | 141            | 13,109.36 |              |       | 17      | 1,237.92 | 1,479  | 58,070.94 |
| NORTH CAROLINA.                                   |                  |           |                |           |              |       |         |          |        |           |
| Albemarle.....                                    | 76               | 1,313.31  | 32             | 1,243.77  |              |       | 1       | 45.90    | 109    | 2,602.98  |
| Panlico.....                                      | 133              | 2,744.56  | 33             | 1,611.52  |              |       |         |          | 166    | 4,356.08  |
| Beaufort.....                                     | 165              | 2,155.61  | 3              | 221.28    |              |       | 3       | 92.53    | 171    | 2,469.42  |
| Wilmington.....                                   | 38               | 3,806.46  | 16             | 1,097.27  |              |       |         |          | 54     | 4,903.73  |
| Total.....                                        | 412              | 10,019.94 | 84             | 4,173.84  |              |       | 4       | 138.43   | 500    | 14,332.21 |
| SOUTH CAROLINA.                                   |                  |           |                |           |              |       |         |          |        |           |
| Georgetown.....                                   | 9                | 130.53    | 13             | 899.84    |              |       |         |          | 22     | 1,030.37  |
| Charleston.....                                   | 123              | 4,570.10  | 41             | 4,799.64  |              |       | 3       | 1,350.02 | 167    | 10,719.76 |
| Beaufort.....                                     | 16               | 1,814.88  | 11             | 697.61    |              |       |         |          | 27     | 2,512.49  |
| Total.....                                        | 148              | 6,515.51  | 65             | 6,397.09  |              |       | 3       | 1,350.02 | 216    | 14,262.62 |
| GEORGIA.                                          |                  |           |                |           |              |       |         |          |        |           |
| Savannah.....                                     | 51               | 4,393.08  | 40             | 28,618.00 |              |       | 2       | 284.23   | 93     | 33,295.31 |
| Brunswick.....                                    | 39               | 5,303.13  | 24             | 2,516.99  |              |       |         |          | 63     | 7,820.12  |
| St. Marys.....                                    | 7                | 1,468.46  | 2              | 119.93    |              |       |         |          | 9      | 1,588.39  |
| Total.....                                        | 97               | 11,164.67 | 66             | 31,254.92 |              |       | 2       | 284.23   | 165    | 42,703.82 |
| FLORIDA.                                          |                  |           |                |           |              |       |         |          |        |           |
| Fernandina.....                                   | 9                | 1,195.41  | 3              | 192.22    |              |       |         |          | 12     | 1,387.63  |
| St. Johns.....                                    | 20               | 1,934.44  | 49             | 3,274.09  |              |       |         |          | 69     | 5,208.53  |
| St. Augustine.....                                | 36               | 640.96    | 12             | 2,193.86  |              |       |         |          | 48     | 2,834.82  |
| Key West.....                                     | 189              | 5,904.75  | 11             | 506.06    |              |       |         |          | 200    | 6,410.81  |



|                                     |        |              |       |            |       |           |            |       |        |              |
|-------------------------------------|--------|--------------|-------|------------|-------|-----------|------------|-------|--------|--------------|
| Tampa.....                          | 58     | 5,990.71     | 15    | 2,633.08   | ..... | .....     | .....      | ..... | 73     | 8,623.79     |
| St. Marks.....                      | 17     | 168.77       | 10    | 1,261.10   | ..... | .....     | .....      | ..... | 27     | 1,429.87     |
| Apalachicola.....                   | 30     | 4,076.52     | 18    | 1,402.77   | ..... | .....     | .....      | ..... | 48     | 5,479.29     |
| Pensacola.....                      | 150    | 11,421.43    | 31    | 2,551.85   | ..... | .....     | .....      | 4     | 185    | 14,489.80    |
| Total.....                          | 509    | 31,332.99    | 149   | 14,015.03  | ..... | .....     | .....      | 4     | 662    | 45,864.54    |
| ALABAMA.                            |        |              |       |            |       |           |            |       |        |              |
| Mobile.....                         | 109    | 9,054.16     | 47    | 6,884.92   | ..... | .....     | .....      | 16    | 172    | 17,708.06    |
| Pearl River.....                    | 218    | 10,543.45    | 25    | 4,221.99   | ..... | .....     | .....      | ..... | 243    | 14,765.44    |
| LOUISIANA.                          |        |              |       |            |       |           |            |       |        |              |
| New Orleans <sup>1</sup> .....      | 202    | 6,931.32     | 22    | 25,143.43  | ..... | .....     | .....      | ..... | 224    | 32,074.75    |
| Teche.....                          | 110    | 1,634.98     | 53    | 2,981.24   | ..... | .....     | .....      | 1     | 164    | 4,855.23     |
| Total.....                          | 312    | 8,566.30     | 75    | 28,124.67  | ..... | .....     | .....      | 1     | 388    | 36,929.98    |
| TEXAS.                              |        |              |       |            |       |           |            |       |        |              |
| Galveston.....                      | 142    | 4,406.50     | 52    | 4,181.89   | ..... | .....     | .....      | 46    | 240    | 17,849.97    |
| Saluria.....                        | 32     | 356.33       | ..... | .....      | ..... | .....     | .....      | ..... | 32     | 356.33       |
| Corpus Christi.....                 | 29     | 268.18       | ..... | .....      | ..... | .....     | .....      | ..... | 29     | 268.18       |
| Brazos de Santiago.....             | 3      | 58.02        | 2     | 267.94     | ..... | .....     | .....      | ..... | 5      | 325.96       |
| Total.....                          | 206    | 5,089.03     | 54    | 4,449.83   | ..... | .....     | .....      | 46    | 306    | 18,800.44    |
| Total Atlantic and Gulf coasts..... | 12,599 | 1,426,073.19 | 3,164 | 980,061.93 | 274   | 30,977.13 | 242,666.66 | 1,099 | 17,136 | 2,679,778.91 |
| THE PACIFIC COAST.                  |        |              |       |            |       |           |            |       |        |              |
| ARIZONA.                            |        |              |       |            |       |           |            |       |        |              |
| Arizona.....                        | .....  | .....        | 3     | 439.48     | ..... | .....     | .....      | 1     | 4      | 575.95       |
| CALIFORNIA.                         |        |              |       |            |       |           |            |       |        |              |
| San Diego.....                      | 21     | 317.74       | 5     | 1,052.06   | ..... | .....     | .....      | ..... | 26     | 1,369.80     |
| Los Angeles.....                    | 25     | 2,271.30     | 7     | 1,085.23   | ..... | .....     | .....      | ..... | 32     | 3,356.53     |
| San Francisco.....                  | 600    | 161,930.76   | 226   | 119,077.65 | ..... | .....     | .....      | ..... | 826    | 281,008.41   |
| Humboldt.....                       | 13     | 3,298.50     | 11    | 846.57     | ..... | .....     | .....      | ..... | 24     | 4,145.07     |
| Total.....                          | 659    | 167,818.30   | 249   | 122,061.51 | ..... | .....     | .....      | ..... | 908    | 289,879.81   |
| OREGON.                             |        |              |       |            |       |           |            |       |        |              |
| Southern Oregon.....                | 2      | 175.66       | 19    | 1,108.95   | ..... | .....     | .....      | ..... | 21     | 1,284.61     |
| Yaquina.....                        | .....  | .....        | 6     | 304.77     | ..... | .....     | .....      | ..... | 6      | 304.77       |
| Oregon.....                         | 30     | 1,212.76     | 27    | 3,006.41   | ..... | .....     | .....      | ..... | 57     | 4,219.17     |
| Willamette.....                     | 4      | 1,763.83     | 88    | 33,807.04  | ..... | .....     | .....      | 5     | 97     | 38,929.15    |
| Total.....                          | 36     | 3,152.25     | 140   | 38,227.17  | ..... | .....     | .....      | 5     | 181    | 44,737.70    |

<sup>1</sup> Seagoing vessels; for vessels in river trade see page 313.



NO. 11.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN EACH CUSTOMS DISTRICT OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | SAILING VESSELS. |            | STEAM VESSELS. |            | CANAL BOATS. |           | BARGES. |           | TOTAL. |            |
|---------------------------------------------------|------------------|------------|----------------|------------|--------------|-----------|---------|-----------|--------|------------|
|                                                   | No.              | Tons.      | No.            | Tons.      | No.          | Tons.     | No.     | Tons.     | No.    | Tons.      |
| THE PACIFIC COAST—Continued.                      |                  |            |                |            |              |           |         |           |        |            |
| WASHINGTON.                                       |                  |            |                |            |              |           |         |           |        |            |
| Puget Sound .....                                 | 201              | 66,594.26  | 168            | 29,275.48  |              |           | 1       | 684.83    | 370    | 96,554.57  |
| ALASKA.                                           |                  |            |                |            |              |           |         |           |        |            |
| Alaska .....                                      | 48               | 1,195.98   | 14             | 557.98     |              |           |         |           | 62     | 1,753.96   |
| Total Pacific coast .....                         | 944              | 238,760.79 | 574            | 190,561.62 |              |           | 7       | 4,179.58  | 1,525  | 433,501.99 |
| THE NORTHERN LAKES.                               |                  |            |                |            |              |           |         |           |        |            |
| VERMONT.                                          |                  |            |                |            |              |           |         |           |        |            |
| Vermont .....                                     | 12               | 1,022.53   | 10             | 2,929.56   | 13           | 1,351.58  |         |           | 35     | 5,303.67   |
| NEW YORK.                                         |                  |            |                |            |              |           |         |           |        |            |
| Champlain .....                                   | 22               | 1,322.89   | 8              | 786.65     | 315          | 32,755.41 | 2       | 326.46    | 347    | 35,191.41  |
| Oswegatchie .....                                 | 11               | 3,689.62   | 27             | 18,020.76  |              |           | 11      | 1,835.21  | 49     | 23,545.59  |
| Cape Vincent .....                                | 25               | 1,479.45   | 27             | 1,921.44   | 1            | 96.68     | 3       | 178.21    | 56     | 3,675.78   |
| Oswego .....                                      | 11               | 2,385.37   | 18             | 4,142.65   | 15           | 1,876.11  |         |           | 44     | 8,404.13   |
| Genesee .....                                     | 4                | 1,377.79   | 17             | 3,902.88   | 1            | 128.01    |         |           | 22     | 5,408.68   |
| Niagara .....                                     | 8                | 3,221.97   | 13             | 4,845.40   |              |           | 2       | 915.87    | 23     | 8,983.24   |
| Buffalo Creek .....                               | 30               | 14,520.55  | 249            | 132,540.80 | 61           | 7,865.87  | 36      | 28,770.27 | 376    | 183,697.49 |
| Dunkirk .....                                     |                  |            | 3              | 68.29      |              |           |         |           | 3      | 68.29      |
| Total .....                                       | 111              | 27,997.64  | 362            | 166,228.87 | 393          | 42,722.08 | 54      | 32,026.02 | 920    | 268,974.61 |
| PENNSYLVANIA.                                     |                  |            |                |            |              |           |         |           |        |            |
| Erie .....                                        | 4                | 409.73     | 55             | 36,128.67  |              |           |         |           | 59     | 36,538.40  |
| OHIO.                                             |                  |            |                |            |              |           |         |           |        |            |
| Cuyahoga .....                                    | 75               | 50,407.59  | 174            | 182,472.59 |              |           | 8       | 3,963.32  | 257    | 236,843.50 |
| Sandusky .....                                    | 21               | 10,472.99  | 71             | 35,868.66  |              |           | 4       | 302.94    | 96     | 46,644.59  |
| Miami .....                                       | 24               | 7,727.62   | 58             | 14,684.90  |              |           |         |           | 82     | 22,412.52  |
| Total .....                                       | 120              | 68,608.20  | 303            | 233,026.15 |              |           | 12      | 4,266.26  | 435    | 305,900.61 |
| MICHIGAN.                                         |                  |            |                |            |              |           |         |           |        |            |
| Detroit .....                                     | 114              | 38,429.16  | 162            | 123,513.08 |              |           |         |           | 288    | 163,542.08 |
| Huron .....                                       | 251              | 84,016.10  | 197            | 94,929.97  |              |           |         |           | 448    | 178,946.07 |



|                                |       |            |       |            |       |           |       |       |           |              |
|--------------------------------|-------|------------|-------|------------|-------|-----------|-------|-------|-----------|--------------|
| Superior .....                 | 45    | 11,840.81  | 123   | 62,809.34  | ..... | .....     | ..... | ..... | 168       | 74,650.15    |
| Michigan.....                  | 115   | 9,628.21   | 167   | 24,356.36  | ..... | .....     | ..... | ..... | 282       | 33,984.57    |
| Total.....                     | 525   | 143,914.28 | 649   | 305,608.75 | ..... | .....     | ..... | 12    | 1,599.84  | 451,122.87   |
| ILLINOIS.                      |       |            |       |            |       |           |       |       |           |              |
| Chicago.....                   | 123   | 31,320.83  | 175   | 48,266.22  | ..... | .....     | ..... | 1     | 619.65    | 80,206.70    |
| WISCONSIN.                     |       |            |       |            |       |           |       |       |           |              |
| Milwaukee.....                 | 109   | 25,723.50  | 151   | 62,203.74  | ..... | .....     | ..... | ..... | 350       | 87,927.24    |
| MINNESOTA.                     |       |            |       |            |       |           |       |       |           |              |
| Duluth.....                    | 6     | 1,645.39   | 50    | 3,343.17   | ..... | .....     | ..... | 2     | 496.48    | 5,485.04     |
| Total Northern lakes.....      | 1,100 | 300,642.10 | 1,755 | 857,735.13 | 406   | 44,073.66 | ..... | 81    | 39,008.25 | 1,241,459.14 |
| THE WESTERN RIVERS.            |       |            |       |            |       |           |       |       |           |              |
| LOUISIANA.                     |       |            |       |            |       |           |       |       |           |              |
| New Orleans <sup>1</sup> ..... | ..... | .....      | 127   | 17,297.79  | ..... | .....     | ..... | 2     | 706.29    | 18,004.08    |
| MISSISSIPPI.                   |       |            |       |            |       |           |       |       |           |              |
| Natchez.....                   | ..... | .....      | 4     | 580.36     | ..... | .....     | ..... | ..... | 4         | 580.36       |
| Vicksburg.....                 | ..... | .....      | 21    | 2,819.40   | ..... | .....     | ..... | ..... | 21        | 2,819.40     |
| Total.....                     | ..... | .....      | 25    | 3,399.76   | ..... | .....     | ..... | ..... | 25        | 3,399.76     |
| TENNESSEE.                     |       |            |       |            |       |           |       |       |           |              |
| Memphis.....                   | ..... | .....      | 69    | 9,024.71   | ..... | .....     | ..... | ..... | 69        | 9,024.71     |
| Nashville.....                 | ..... | .....      | 17    | 1,887.99   | ..... | .....     | ..... | ..... | 17        | 1,887.99     |
| Chattanooga.....               | ..... | .....      | 27    | 4,306.87   | ..... | .....     | ..... | ..... | 27        | 4,306.87     |
| Total.....                     | ..... | .....      | 113   | 15,219.57  | ..... | .....     | ..... | ..... | 113       | 15,219.57    |
| KENTUCKY.                      |       |            |       |            |       |           |       |       |           |              |
| Paducah.....                   | ..... | .....      | 31    | 6,407.46   | ..... | .....     | ..... | ..... | 31        | 6,407.46     |
| Louisville.....                | ..... | .....      | 37    | 6,932.25   | ..... | .....     | ..... | ..... | 37        | 6,932.25     |
| Total.....                     | ..... | .....      | 68    | 13,339.71  | ..... | .....     | ..... | ..... | 68        | 13,339.71    |
| MISSOURI.                      |       |            |       |            |       |           |       |       |           |              |
| St. Louis.....                 | ..... | .....      | 109   | 38,703.44  | ..... | .....     | ..... | 90    | 81,152.58 | 119,856.02   |
| Kansas City.....               | ..... | .....      | 7     | 512.62     | ..... | .....     | ..... | ..... | 7         | 512.62       |
| St. Joseph.....                | ..... | .....      | 2     | 43.50      | ..... | .....     | ..... | ..... | 2         | 43.50        |
| Total.....                     | ..... | .....      | 118   | 39,259.56  | ..... | .....     | ..... | 90    | 81,152.58 | 120,412.14   |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 311.



NO. 11.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN EACH CUSTOMS DISTRICT OF THE UNITED STATES, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED. | SAILING VESSELS. |       | STEAM VESSELS. |           | CANAL BOATS. |       | BARGES. |          | TOTAL. |           |
|---------------------------------------------------|------------------|-------|----------------|-----------|--------------|-------|---------|----------|--------|-----------|
|                                                   | No.              | Tons. | No.            | Tons.     | No.          | Tons. | No.     | Tons.    | No.    | Tons.     |
| THE WESTERN RIVERS—Continued.                     |                  |       |                |           |              |       |         |          |        |           |
| NEBRASKA.                                         |                  |       |                |           |              |       |         |          |        |           |
| Omaha .....                                       |                  |       | 12             | 1,162.27  |              |       |         |          | 12     | 1,162.27  |
| NORTH DAKOTA.                                     |                  |       |                |           |              |       |         |          |        |           |
| North and South Dakota .....                      |                  |       | 2              | 348.94    |              |       | 2       | 320.26   | 4      | 669.20    |
| MONTANA.                                          |                  |       |                |           |              |       |         |          |        |           |
| Montana and Idaho .....                           |                  |       | 3              | 211.75    |              |       |         |          | 3      | 211.75    |
| IOWA.                                             |                  |       |                |           |              |       |         |          |        |           |
| Burlington .....                                  |                  |       | 28             | 3,311.90  |              |       | 7       | 559.13   | 35     | 3,871.03  |
| Dubuque .....                                     |                  |       | 18             | 4,238.75  |              |       | 6       | 234.67   | 24     | 4,473.42  |
| Total .....                                       |                  |       | 46             | 7,550.65  |              |       | 13      | 793.80   | 59     | 8,344.45  |
| MINNESOTA.                                        |                  |       |                |           |              |       |         |          |        |           |
| Minnesota .....                                   |                  |       | 19             | 1,546.17  |              |       | 5       | 606.74   | 24     | 2,152.91  |
| WISCONSIN.                                        |                  |       |                |           |              |       |         |          |        |           |
| La Crosse .....                                   |                  |       | 41             | 3,623.93  |              |       | 23      | 1,299.60 | 63     | 4,923.53  |
| ILLINOIS.                                         |                  |       |                |           |              |       |         |          |        |           |
| Galena .....                                      |                  |       | 1              | 64.77     |              |       |         |          | 1      | 64.77     |
| Rock Island .....                                 |                  |       | 45             | 5,030.57  |              |       | 17      | 1,296.51 | 62     | 6,327.08  |
| Peoria .....                                      |                  |       | 9              | 457.88    |              |       | 1       | 27.79    | 10     | 485.67    |
| Cairo .....                                       |                  |       | 17             | 3,953.90  |              |       |         |          | 17     | 3,953.90  |
| Total .....                                       |                  |       | 72             | 9,507.12  |              |       | 18      | 1,324.30 | 90     | 10,831.42 |
| INDIANA.                                          |                  |       |                |           |              |       |         |          |        |           |
| Evansville .....                                  |                  |       | 50             | 5,106.48  |              |       | 1       | 126.22   | 51     | 5,232.70  |
| OHIO.                                             |                  |       |                |           |              |       |         |          |        |           |
| Cincinnati .....                                  |                  |       | 107            | 23,082.74 |              |       | 1       | 440.76   | 108    | 23,523.50 |



|                            | 110    | 10, 219. 89  | 110    | 10, 219. 89  |
|----------------------------|--------|--------------|--------|--------------|
| WEST VIRGINIA.             |        |              |        |              |
| Wheeling .....             | 110    | 10, 219. 89  |        |              |
| PENNSYLVANIA.              |        |              |        |              |
| Pittsburg .....            | 148    | 33, 566. 18  | 22     | 10, 006. 91  |
| Total Western rivers ..... | 1, 061 | 184, 442. 51 | 176    | 96, 777. 46  |
|                            |        |              | 1, 237 | 281, 219. 97 |

## SUMMARY.

|                               |         |                 |        |                 |       |             |        |              |         |                 |
|-------------------------------|---------|-----------------|--------|-----------------|-------|-------------|--------|--------------|---------|-----------------|
| Atlantic and Gulf coasts..... | 12, 599 | 1, 426, 073. 19 | 3, 164 | 980, 061. 93    | 274   | 30, 977. 13 | 1, 099 | 242, 666. 66 | 17, 136 | 2, 679, 778. 91 |
| Pacific coast .....           | 944     | 238, 760. 79    | 574    | 190, 561. 62    | ..... | .....       | 7      | 4, 179. 58   | 1, 525  | 433, 501. 99    |
| Northern lakes .....          | 1, 100  | 300, 642. 10    | 1, 755 | 857, 735. 13    | 406   | 44, 073. 66 | 81     | 39, 008. 25  | 3, 342  | 1, 241, 459. 14 |
| Western rivers .....          | .....   | .....           | 1, 061 | 184, 442. 51    | ..... | .....       | 176    | 96, 777. 46  | 1, 237  | 281, 219. 97    |
| Grand total.....              | 14, 643 | 1, 965, 476. 08 | 6, 554 | 2, 212, 801. 19 | 680   | 75, 050. 79 | 1, 363 | 382, 631. 95 | 23, 240 | 4, 635, 960. 01 |
| Registered .....              | 1, 002  | 581, 150. 63    | 239    | 252, 045. 11    | ..... | .....       | 19     | 4, 991. 07   | 1, 260  | 838, 186. 81    |
| Enrolled .....                | 7, 207  | 1, 316, 489. 24 | 5, 202 | 1, 936, 204. 45 | 680   | 75, 050. 79 | 1, 319 | 377, 359. 80 | 14, 408 | 3, 705, 104. 28 |
| Licensed .....                | 6, 434  | 67, 836. 21     | 1, 113 | 24, 551. 63     | ..... | .....       | 25     | 281. 08      | 7, 572  | 92, 668. 92     |
| Grand total .....             | 14, 643 | 1, 965, 476. 08 | 6, 554 | 2, 212, 801. 19 | 680   | 75, 050. 79 | 1, 363 | 382, 631. 95 | 23, 240 | 4, 635, 960. 01 |

## SUMMARY ACCORDING TO RIGS.

|                               | Ships. | Barks. | Barken-<br>tines. | Brigs. | Brigan-<br>tines. | Schoon-<br>ers. | Sloops. | Total<br>sailing. | Side<br>wheels. | Stern<br>wheels. | Screws. | Total<br>steamers. | Canal<br>boats. | Barges. | Grand<br>total. |
|-------------------------------|--------|--------|-------------------|--------|-------------------|-----------------|---------|-------------------|-----------------|------------------|---------|--------------------|-----------------|---------|-----------------|
| Atlantic and Gulf coasts..... | 122    | 147    | 62                | 50     | 3                 | 8,316           | 3,899   | 12,599            | 533             | 141              | 2,490   | 3,164              | 274             | 1,099   | 17,136          |
| Pacific coast.....            | 36     | 86     | 41                | 3      | 9                 | 644             | 125     | 944               | 51              | 159              | 364     | 574                | .....           | 7       | 1,525           |
| Northern lakes.....           | .....  | .....  | .....             | .....  | .....             | 1,050           | 50      | 1,100             | 56              | 1                | 1,698   | 1,755              | 406             | 81      | 3,342           |
| Western rivers.....           | .....  | .....  | .....             | .....  | .....             | .....           | .....   | .....             | 110             | 804              | 147     | 1,061              | .....           | 176     | 1,237           |
| Grand total.....              | 158    | 233    | 103               | 53     | 12                | 10,010          | 4,074   | 14,643            | 750             | 1,105            | 4,699   | 6,554              | 680             | 1,363   | 23,240          |



NO. 12.—STATEMENT SHOWING THE NUMBER AND TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN EACH OF THE UNITED STATES, JUNE 30, 1895.

| STATES AND TERRITORIES IN WHICH DOCUMENTED. | SAILING VESSELS. |              | STEAM VESSELS. |              | CANAL BOATS. |           | BARGES. |            | TOTAL. |              |
|---------------------------------------------|------------------|--------------|----------------|--------------|--------------|-----------|---------|------------|--------|--------------|
|                                             | No.              | Tons.        | No.            | Tons.        | No.          | Tons.     | No.     | Tons.      | No.    | Tons.        |
| Maine.....                                  | 1,746            | 260,395.35   | 163            | 32,315.46    | .....        | .....     | 11      | 11,526.89  | 1,920  | 304,237.70   |
| New Hampshire.....                          | 34               | 5,039.02     | 11             | 1,459.20     | .....        | .....     | 8       | 744.74     | 53     | 7,242.96     |
| Vermont.....                                | 12               | 1,022.53     | 10             | 2,929.56     | .....        | .....     | .....   | .....      | 35     | 5,303.67     |
| Massachusetts.....                          | 1,365            | 256,687.86   | 208            | 91,733.62    | .....        | 1,351.58  | 15      | 5,662.04   | 1,588  | 354,083.52   |
| Rhode Island.....                           | 144              | 12,789.03    | 61             | 22,391.13    | .....        | .....     | 4       | 1,846.30   | 209    | 37,026.46    |
| Connecticut.....                            | 474              | 61,369.89    | 188            | 49,442.54    | .....        | 249.39    | 175     | 32,268.75  | 839    | 143,330.57   |
| New York.....                               | 2,114            | 413,807.05   | 1,518          | 665,316.17   | 584          | 64,608.46 | 707     | 174,255.94 | 4,923  | 1,317,987.62 |
| New Jersey.....                             | 963              | 63,839.61    | 129            | 15,424.49    | 2            | 250.27    | 88      | 22,043.42  | 1,182  | 101,557.79   |
| Pennsylvania.....                           | 419              | 156,779.32   | 498            | 142,020.30   | 79           | 8,591.09  | 52      | 18,271.19  | 1,048  | 325,661.90   |
| Delaware.....                               | 144              | 10,483.79    | 30             | 4,173.96     | .....        | .....     | .....   | .....      | 174    | 14,657.75    |
| Maryland.....                               | 1,925            | 75,611.54    | 175            | 67,566.38    | .....        | .....     | 22      | 3,283.63   | 2,122  | 146,461.55   |
| District of Columbia.....                   | 54               | 1,668.39     | 42             | 11,510.75    | .....        | .....     | .....   | .....      | 96     | 13,179.14    |
| Virginia.....                               | 1,321            | 43,723.66    | 141            | 13,109.36    | .....        | .....     | 17      | 1,237.92   | 1,479  | 58,070.94    |
| North Carolina.....                         | 412              | 10,019.94    | 84             | 4,173.84     | .....        | .....     | 4       | 138.43     | 500    | 14,332.21    |
| South Carolina.....                         | 148              | 6,515.51     | 65             | 6,397.09     | .....        | .....     | 3       | 1,350.02   | 216    | 14,262.62    |
| Georgia.....                                | 97               | 11,164.67    | 66             | 31,254.92    | .....        | .....     | 2       | 284.23     | 165    | 42,703.82    |
| Florida.....                                | 509              | 31,332.99    | 149            | 14,015.03    | .....        | .....     | 4       | 516.52     | 662    | 45,864.54    |
| Alabama.....                                | 109              | 9,054.16     | 47             | 6,884.92     | .....        | .....     | 16      | 1,768.98   | 172    | 17,708.06    |
| Mississippi.....                            | 218              | 10,543.45    | 50             | 7,621.75     | .....        | .....     | .....   | .....      | 268    | 18,165.20    |
| Louisiana.....                              | 312              | 8,566.30     | 202            | 45,422.46    | .....        | .....     | 3       | 945.30     | 517    | 54,934.06    |
| Texas.....                                  | 206              | 5,089.03     | 54             | 4,449.83     | .....        | .....     | 46      | 9,261.58   | 306    | 18,800.44    |
| Tennessee.....                              | .....            | .....        | 113            | 15,219.57    | .....        | .....     | .....   | .....      | 113    | 15,219.57    |
| Kentucky.....                               | .....            | .....        | 68             | 13,339.71    | .....        | .....     | .....   | .....      | 68     | 13,339.71    |
| Missouri.....                               | .....            | .....        | 118            | 39,259.56    | .....        | .....     | 90      | 81,152.58  | 208    | 120,412.14   |
| Nebraska.....                               | .....            | .....        | 12             | 1,162.27     | .....        | .....     | .....   | .....      | 12     | 1,162.27     |
| North Dakota.....                           | .....            | .....        | 2              | 348.94       | .....        | .....     | 2       | 320.26     | 4      | 669.20       |
| Montana.....                                | .....            | .....        | 3              | 211.75       | .....        | .....     | .....   | .....      | 3      | 211.75       |
| Iowa.....                                   | .....            | .....        | 46             | 7,550.65     | .....        | .....     | 13      | 793.80     | 59     | 8,344.45     |
| Minnesota.....                              | 6                | 1,645.39     | 69             | 4,889.34     | .....        | .....     | 7       | 1,103.22   | 82     | 7,637.95     |
| Wisconsin.....                              | 199              | 25,723.50    | 192            | 65,827.67    | .....        | .....     | 22      | 1,299.60   | 413    | 92,850.77    |
| Michigan.....                               | 525              | 143,914.28   | 649            | 305,608.75   | .....        | .....     | 12      | 1,599.84   | 1,186  | 451,122.87   |
| Illinois.....                               | 123              | 31,320.83    | 247            | 57,773.34    | .....        | .....     | 19      | 1,943.95   | 389    | 91,038.12    |
| Indiana.....                                | .....            | .....        | 50             | 5,103.48     | .....        | .....     | 1       | 126.22     | 51     | 5,232.70     |
| Ohio.....                                   | 120              | 68,608.20    | 410            | 256,108.89   | .....        | .....     | 13      | 4,707.02   | 543    | 329,424.11   |
| West Virginia.....                          | .....            | .....        | 110            | 10,219.89    | .....        | .....     | .....   | .....      | 110    | 10,219.89    |
| Arizona.....                                | .....            | .....        | 3              | 439.48       | .....        | .....     | 1       | 136.47     | 4      | 575.95       |
| California.....                             | 659              | 167,818.30   | 249            | 122,061.51   | .....        | .....     | .....   | .....      | 908    | 289,879.81   |
| Oregon.....                                 | 36               | 3,152.25     | 140            | 38,227.17    | .....        | .....     | 5       | 3,358.28   | 181    | 44,737.70    |
| Washington.....                             | 201              | 66,594.26    | 168            | 29,275.48    | .....        | .....     | 1       | 684.83     | 370    | 96,554.57    |
| Alaska.....                                 | 48               | 1,195.98     | 14             | 557.98       | .....        | .....     | .....   | .....      | 62     | 1,753.96     |
| Total.....                                  | 14,643           | 1,965,476.08 | 6,554          | 2,212,801.19 | 680          | 75,050.79 | 1,363   | 382,631.95 | 23,240 | 4,635,960.01 |



NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895.

SAILING VESSELS.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |           | Class 1.<br>50 to 100 tons. |           | Class 2.<br>100 to 200 tons. |           | Class 3.<br>200 to 300 tons. |           | Class 4.<br>300 to 400 tons. |           | Class 5.<br>400 to 500 tons. |           | Class 6.<br>500 to 1,000 tons. |           | Class 7.<br>1,000 to 2,500 tons. |           | Class 8.<br>2,500 tons and over. |           | Total. |            |
|---------------------------------------------------|---------------------------|-----------|-----------------------------|-----------|------------------------------|-----------|------------------------------|-----------|------------------------------|-----------|------------------------------|-----------|--------------------------------|-----------|----------------------------------|-----------|----------------------------------|-----------|--------|------------|
|                                                   | No.                       | Tons.     | No.                         | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                            | Tons.     | No.                              | Tons.     | No.                              | Tons.     | No.    | Tons.      |
| <b>ATLANTIC AND GULF COASTS.</b>                  |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| MAINE.                                            |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| Passamaquoddy                                     | 60                        | 959.19    | 32                          | 2,495.32  | 49                           | 6,859.91  | 2                            | 483.86    | 2                            | 688.34    | 1                            | 424.65    |                                |           |                                  |           |                                  |           | 146    | 11,916.27  |
| Machias                                           | 61                        | 1,542.03  | 52                          | 3,725.98  | 48                           | 6,543.42  | 2                            | 506.07    | 3                            | 1,020.73  | 1                            | 401.23    |                                |           |                                  |           |                                  |           | 167    | 13,739.46  |
| Frenchmans Bay                                    | 122                       | 2,828.72  | 49                          | 3,563.88  | 19                           | 2,502.71  | 7                            | 1,670.34  |                              |           |                              |           |                                |           |                                  |           |                                  |           | 197    | 10,565.65  |
| Castine                                           | 178                       | 2,909.20  | 42                          | 3,134.68  | 21                           | 3,099.86  | 7                            | 1,670.63  | 3                            | 1,011.55  |                              |           |                                |           |                                  |           |                                  |           | 251    | 11,825.92  |
| Bangor                                            | 9                         | 305.86    | 20                          | 1,521.77  | 31                           | 4,903.03  | 17                           | 4,177.13  | 4                            | 1,448.26  | 3                            | 1,265.09  | 1                              | 544.25    |                                  |           |                                  |           | 85     | 14,165.39  |
| Belfast                                           | 52                        | 789.77    | 42                          | 3,018.95  | 19                           | 2,619.39  | 9                            | 2,185.20  | 3                            | 1,031.67  | 2                            | 980.07    | 2                              | 1,299.01  | 5                                | 7,901.23  |                                  |           | 134    | 19,825.29  |
| Waldoboro                                         | 138                       | 2,815.08  | 52                          | 3,987.03  | 63                           | 8,888.34  | 13                           | 3,105.30  | 10                           | 3,376.52  | 3                            | 1,336.08  | 5                              | 2,950.30  | 4                                | 8,240.93  |                                  |           | 288    | 34,699.58  |
| Wiscasset                                         | 50                        | 706.18    | 26                          | 1,842.43  | 7                            | 855.16    | 1                            | 271.92    |                              |           | 1                            | 401.02    |                                |           |                                  |           |                                  |           | 85     | 4,076.71   |
| Bath                                              | 43                        | 776.44    | 13                          | 1,012.93  | 16                           | 2,355.27  | 15                           | 3,625.70  | 3                            | 1,066.59  | 9                            | 4,251.59  | 30                             | 20,562.09 | 33                               | 50,383.22 | 4                                | 12,695.28 | 166    | 96,729.11  |
| Portland and Fal-                                 |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| mouth                                             | 100                       | 2,152.42  | 36                          | 2,613.19  | 8                            | 1,165.00  | 7                            | 1,822.88  | 6                            | 2,155.11  | 6                            | 2,626.03  | 23                             | 16,002.50 | 7                                | 10,855.50 |                                  |           | 193    | 39,392.63  |
| Saco                                              | 8                         | 154.43    | 2                           | 140.10    | 2                            | 240.83    |                              |           | 1                            | 376.56    |                              |           |                                |           |                                  |           |                                  |           | 13     | 911.92     |
| Kennebunk                                         | 10                        | 110.70    | 4                           | 280.48    |                              |           |                              |           |                              |           |                              |           |                                |           | 1                                | 1,924.56  |                                  |           | 15     | 2,315.74   |
| York                                              | 4                         | 113.50    | 2                           | 118.18    |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           | 6      | 231.68     |
| Total                                             | 835                       | 16,163.52 | 372                         | 27,454.92 | 283                          | 40,032.92 | 80                           | 19,524.03 | 35                           | 12,175.33 | 26                           | 11,685.76 | 61                             | 41,358.15 | 50                               | 79,305.44 | 4                                | 12,695.28 | 1,746  | 260,395.35 |
| NEW HAMPSHIRE.                                    |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| Portsmouth                                        | 12                        | 315.09    | 8                           | 502.44    | 5                            | 761.36    | 3                            | 678.53    | 2                            | 718.28    | 2                            | 843.23    | 2                              | 1,220.09  |                                  |           |                                  |           | 34     | 5,039.02   |
| MASSACHUSETTS.                                    |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| Newburyport                                       | 9                         | 81.95     |                             |           | 1                            | 122.48    | 2                            | 456.10    |                              |           |                              |           | 1                              | 597.59    | 2                                | 2,271.24  |                                  |           | 15     | 3,529.36   |
| Gloucester                                        | 96                        | 1,881.11  | 225                         | 17,379.54 | 109                          | 12,773.35 | 1                            | 286.98    | 3                            | 987.81    | 1                            | 470.63    |                                |           |                                  |           |                                  |           | 435    | 33,779.42  |
| Salem and Beverly                                 | 21                        | 366.01    | 10                          | 684.35    | 5                            | 746.99    | 3                            | 799.38    | 2                            | 741.25    | 1                            | 412.31    |                                |           |                                  |           |                                  |           | 42     | 3,750.29   |
| Marblehead                                        | 15                        | 225.01    | 5                           | 300.49    |                              |           | 1                            | 297.10    | 2                            | 678.15    | 2                            | 905.08    | 1                              | 594.16    |                                  |           |                                  |           | 26     | 2,999.99   |
| Boston and Charles-                               |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           |        |            |
| town                                              | 69                        | 1,856.49  | 76                          | 5,466.38  | 44                           | 6,431.51  | 23                           | 5,772.78  | 35                           | 12,190.68 | 39                           | 17,558.53 | 86                             | 59,114.31 | 29                               | 38,234.11 |                                  |           | 401    | 146,624.79 |
| Plymouth                                          | 9                         | 157.02    | 3                           | 265.27    | 3                            | 404.71    |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           | 15     | 827.00     |
| Barnstable                                        | 130                       | 1,514.76  | 41                          | 3,213.39  | 22                           | 2,797.17  | 4                            | 1,069.74  | 2                            | 750.18    | 5                            | 2,248.63  | 9                              | 6,566.85  | 1                                | 1,125.28  |                                  |           | 214    | 19,286.00  |
| Nantucket                                         | 22                        | 176.71    | 1                           | 55.66     | 1                            | 188.00    | 1                            | 202.76    |                              |           |                              |           |                                |           |                                  |           |                                  |           | 25     | 623.13     |
| Edgartown                                         | 27                        | 334.15    |                             |           | 4                            | 498.69    |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |           | 31     | 832.84     |
| New Bedford                                       | 40                        | 490.02    | 11                          | 844.16    | 20                           | 2,700.06  | 10                           | 2,402.78  | 11                           | 3,853.28  | 5                            | 2,204.16  | 6                              | 4,168.22  | 2                                | 2,617.15  |                                  |           | 105    | 19,279.83  |
| Fall River                                        | 15                        | 268.26    | 5                           | 380.20    | 7                            | 919.76    | 3                            | 654.54    | 1                            | 337.95    | 2                            | 910.46    | 14                             | 10,021.37 | 9                                | 11,662.67 |                                  |           | 56     | 25,155.21  |
| Total                                             | 453                       | 7,351.49  | 377                         | 28,589.44 | 216                          | 27,582.72 | 48                           | 11,942.16 | 56                           | 19,539.30 | 55                           | 24,709.80 | 117                            | 81,062.50 | 43                               | 55,910.45 |                                  |           | 1,365  | 256,687.86 |



NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

SAILING VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 10 tons. |           | Class 1.<br>50 to 100 tons. |           | Class 2.<br>100 to 200 tons. |           | Class 3.<br>200 to 300 tons. |           | Class 4.<br>300 to 400 tons. |           | Class 5.<br>400 to 500 tons. |           | Class 6.<br>500 to 1,000 tons. |            | Class 7.<br>1,000 to 2,500 tons. |            | Class 8.<br>2,000 tons and over. |          | Total.    |            |
|---------------------------------------------------|---------------------------|-----------|-----------------------------|-----------|------------------------------|-----------|------------------------------|-----------|------------------------------|-----------|------------------------------|-----------|--------------------------------|------------|----------------------------------|------------|----------------------------------|----------|-----------|------------|
|                                                   | No.                       | Tons.     | No.                         | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                            | Tons.      | No.                              | Tons.      | No.                              | Tons.    |           |            |
| ATLANTIC AND GULF COASTS—Continued.               |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |            |                                  |            |                                  |          |           |            |
| RHODE ISLAND.                                     |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |            |                                  |            |                                  |          |           |            |
| Providence.....                                   | 31                        | 345.01    | .....                       | .....     | 3                            | 469.94    | 5                            | 1,255.50  | 3                            | 1,087.22  | 4                            | 1,739.05  | 3                              | 1,922.22   | 2                                | 2,188.88   | .....                            | 51       | 9,007.82  |            |
| Bristol and Warren.....                           | 11                        | 137.46    | .....                       | .....     | .....                        | .....     | 1                            | 239.26    | .....                        | .....     | .....                        | .....     | .....                          | .....      | .....                            | .....      | .....                            | 12       | 376.72    |            |
| Newport.....                                      | 73                        | 900.84    | 4                           | 242.16    | 1                            | 137.72    | .....                        | .....     | 1                            | 397.61    | .....                        | .....     | 2                              | 1,726.16   | .....                            | .....      | .....                            | 81       | 3,404.49  |            |
| Total.....                                        | 115                       | 1,383.31  | 4                           | 242.16    | 4                            | 607.66    | 6                            | 1,494.76  | 4                            | 1,484.83  | 4                            | 1,739.05  | 5                              | 3,648.38   | 2                                | 2,188.88   | .....                            | 144      | 12,789.03 |            |
| CONNECTICUT.                                      |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |            |                                  |            |                                  |          |           |            |
| Stonington.....                                   | 63                        | 807.93    | 5                           | 434.70    | 4                            | 581.39    | 1                            | 204.78    | 2                            | 788.05    | .....                        | .....     | .....                          | .....      | 1                                | 1,072.43   | .....                            | 76       | 3,889.28  |            |
| New London.....                                   | 57                        | 875.43    | 14                          | 1,069.64  | 15                           | 2,134.90  | 6                            | 1,623.25  | 4                            | 1,410.23  | 11                           | 4,942.04  | 6                              | 4,372.03   | 2                                | 2,117.44   | .....                            | 115      | 18,544.96 |            |
| Hartford.....                                     | 9                         | 125.91    | 10                          | 744.83    | 12                           | 1,827.61  | .....                        | .....     | .....                        | .....     | .....                        | .....     | .....                          | .....      | .....                            | .....      | .....                            | 31       | 2,698.35  |            |
| New Haven.....                                    | 38                        | 507.15    | 11                          | 813.20    | 5                            | 633.72    | 1                            | 282.44    | 10                           | 3,662.88  | 7                            | 3,028.97  | 22                             | 15,100.84  | 5                                | 6,297.15   | .....                            | 99       | 30,326.35 |            |
| Fairfield.....                                    | 129                       | 1,371.07  | 14                          | 957.61    | 5                            | 600.07    | .....                        | .....     | 1                            | 379.25    | 1                            | 462.82    | 3                              | 2,140.13   | .....                            | .....      | .....                            | 153      | 5,910.95  |            |
| Total.....                                        | 296                       | 3,687.49  | 54                          | 4,019.98  | 41                           | 5,777.69  | 8                            | 2,110.47  | 17                           | 6,240.41  | 19                           | 8,433.83  | 31                             | 21,613.00  | 8                                | 9,487.02   | .....                            | 474      | 61,369.89 |            |
| NEW YORK.                                         |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |            |                                  |            |                                  |          |           |            |
| New York.....                                     | 1,019                     | 18,724.66 | 270                         | 18,209.69 | 75                           | 11,190.79 | 66                           | 16,469.95 | 53                           | 18,800.84 | 60                           | 27,099.49 | 141                            | 98,751.38  | 109                              | 163,137.57 | 2                                | 6,010.91 | 1,795     | 378,395.28 |
| Sag Harbor.....                                   | 173                       | 2,256.71  | 27                          | 1,824.78  | 4                            | 584.99    | 1                            | 280.25    | .....                        | .....     | .....                        | .....     | 2                              | 1,388.72   | 1                                | 1,078.68   | .....                            | 208      | 7,414.13  |            |
| Total.....                                        | 1,192                     | 20,981.37 | 297                         | 20,034.47 | 79                           | 11,775.78 | 67                           | 16,750.20 | 53                           | 18,800.84 | 60                           | 27,099.49 | 143                            | 100,140.10 | 110                              | 164,216.25 | 2                                | 6,010.91 | 2,003     | 385,809.41 |
| NEW JERSEY.                                       |                           |           |                             |           |                              |           |                              |           |                              |           |                              |           |                                |            |                                  |            |                                  |          |           |            |
| Newark.....                                       | 11                        | 168.28    | 10                          | 636.99    | .....                        | .....     | 3                            | 752.67    | 1                            | 300.87    | 1                            | 422.68    | .....                          | .....      | .....                            | .....      | .....                            | 26       | 2,281.49  |            |
| Perth Amboy.....                                  | 209                       | 3,689.78  | 16                          | 925.78    | 7                            | 1,034.71  | 3                            | 856.24    | 3                            | 1,169.58  | 13                           | 5,862.97  | 17                             | 11,024.45  | 5                                | 5,795.61   | .....                            | 273      | 30,359.12 |            |
| Little Egg Harbor.....                            | 32                        | 449.38    | .....                       | .....     | 2                            | 283.89    | 5                            | 1,260.96  | .....                        | .....     | .....                        | .....     | .....                          | .....      | .....                            | .....      | .....                            | 39       | 1,994.23  |            |
| Great Egg Harbor.....                             | 106                       | 1,220.89  | 6                           | 432.10    | 2                            | 286.92    | 6                            | 1,502.24  | 6                            | 2,047.26  | 6                            | 2,704.61  | 5                              | 3,385.79   | 1                                | 1,252.23   | .....                            | 138      | 12,832.04 |            |
| Bridgeton.....                                    | 443                       | 7,594.62  | 14                          | 840.62    | 6                            | 995.83    | 3                            | 745.33    | 3                            | 1,163.82  | 3                            | 1,334.50  | 6                              | 3,324.07   | .....                            | .....      | .....                            | 478      | 15,998.79 |            |
| Burlington.....                                   | 6                         | 89.83     | 2                           | 164.40    | 1                            | 119.71    | .....                        | .....     | .....                        | .....     | .....                        | .....     | .....                          | .....      | .....                            | .....      | .....                            | 9        | 373.94    |            |
| Total.....                                        | 807                       | 13,212.78 | 48                          | 2,995.89  | 18                           | 2,721.06  | 20                           | 5,117.44  | 13                           | 4,681.53  | 23                           | 10,324.76 | 28                             | 17,734.31  | 6                                | 7,047.84   | .....                            | 963      | 63,839.61 |            |



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| PENNSYLVANIA. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

SAILING VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |          | Class 1.<br>50 to 100 tons. |          | Class 2.<br>100 to 200 tons. |          | Class 3.<br>200 to 500 tons. |          | Class 4.<br>300 to 400 tons. |          | Class 5.<br>400 to 500 tons. |          | Class 6.<br>500 to 1,000 tons. |           | Class 7.<br>1,000 to 2,000 tons. |          | Class 8.<br>2,500 tons and over. |           | Total. |       |
|---------------------------------------------------|---------------------------|----------|-----------------------------|----------|------------------------------|----------|------------------------------|----------|------------------------------|----------|------------------------------|----------|--------------------------------|-----------|----------------------------------|----------|----------------------------------|-----------|--------|-------|
|                                                   | No.                       | Tons.    | No.                         | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                            | Tons.     | No.                              | Tons.    | No.                              | Tons.     | No.    | Tons. |
| <b>ATLANTIC AND GULF COASTS—Continued.</b>        |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| <b>GEORGIA.</b>                                   |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| Savannah.....                                     | 46                        | 851.25   | 2                           | 139.08   | 2                            | 300.52   | 2                            | 537.78   | 3                            | 1,092.18 | 1                            | 427.18   | 3                              | 1,874.21  | 1                                | 1,240.44 | 51                               | 4,393.08  |        |       |
| Brunswick.....                                    | 25                        | 464.72   |                             |          |                              |          |                              |          |                              |          | 3                            | 1,343.92 | 2                              | 1,424.93  |                                  |          | 39                               | 5,303.13  |        |       |
| St. Marys.....                                    | 5                         | 93.13    |                             |          |                              |          |                              |          |                              |          | 1                            | 458.83   | 1                              | 916.50    |                                  |          | 7                                | 1,468.46  |        |       |
| Total.....                                        | 76                        | 1,409.10 | 2                           | 139.08   | 2                            | 300.52   | 2                            | 537.78   | 3                            | 1,092.18 | 5                            | 2,229.93 | 6                              | 4,215.64  | 1                                | 1,240.44 | 97                               | 11,164.67 |        |       |
| <b>FLORIDA.</b>                                   |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| Fernandina.....                                   | 7                         | 141.48   |                             |          |                              |          |                              |          |                              |          | 1                            | 412.15   | 1                              | 641.78    |                                  |          | 9                                | 1,195.41  |        |       |
| St. Johns.....                                    | 13                        | 202.77   | 2                           | 132.71   |                              |          | 2                            | 570.66   | 3                            | 1,028.30 |                              |          |                                |           |                                  |          | 20                               | 1,934.44  |        |       |
| St. Augustine.....                                | 35                        | 565.19   | 1                           | 75.77    |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          | 36                               | 640.96    |        |       |
| Key West.....                                     | 177                       | 2,392.75 | 7                           | 521.25   | 1                            | 123.22   | 1                            | 274.27   |                              |          |                              |          | 2                              | 1,367.58  | 1                                | 1,225.68 | 189                              | 5,904.75  |        |       |
| Tampa.....                                        | 51                        | 634.60   |                             |          |                              |          |                              |          |                              |          | 1                            | 421.38   | 4                              | 2,701.09  | 2                                | 2,233.64 | 58                               | 5,990.71  |        |       |
| St. Marks.....                                    | 17                        | 168.77   |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          | 17                               | 168.77    |        |       |
| Apalachicola.....                                 | 23                        | 265.62   |                             |          |                              |          |                              |          | 3                            | 1,071.75 |                              |          | 4                              | 2,739.15  |                                  |          | 30                               | 4,076.52  |        |       |
| Pensacola.....                                    | 121                       | 2,567.00 | 8                           | 492.14   | 7                            | 995.34   | 1                            | 278.12   | 3                            | 1,053.06 | 4                            | 1,867.09 | 6                              | 4,168.68  |                                  |          | 150                              | 11,421.43 |        |       |
| Total.....                                        | 444                       | 6,938.18 | 18                          | 1,221.87 | 8                            | 1,118.56 | 4                            | 1,123.05 | 9                            | 3,153.11 | 6                            | 2,700.62 | 17                             | 11,618.28 | 3                                | 3,459.32 | 509                              | 31,332.99 |        |       |
| <b>ALABAMA.</b>                                   |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| Mobile.....                                       | 89                        | 1,245.30 | 3                           | 198.19   | 2                            | 231.34   | 1                            | 224.05   | 5                            | 1,789.56 | 4                            | 1,703.56 | 4                              | 2,502.32  | 1                                | 1,159.75 | 109                              | 9,054.16  |        |       |
| <b>MISSISSIPPI.</b>                               |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| Pearl River.....                                  | 191                       | 3,406.19 | 5                           | 388.10   | 4                            | 609.64   | 8                            | 1,942.63 | 5                            | 1,728.71 | 3                            | 1,274.03 | 2                              | 1,194.15  |                                  |          | 218                              | 10,543.45 |        |       |
| <b>LOUISIANA.</b>                                 |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          |                                  |           |        |       |
| New Orleans.....                                  | 196                       | 3,094.50 |                             |          | 1                            | 170.21   | 1                            | 265.93   |                              |          |                              |          | 3                              | 1,909.50  | 1                                | 1,491.18 | 202                              | 6,931.32  |        |       |
| Teche.....                                        | 104                       | 1,223.69 | 6                           | 411.29   |                              |          |                              |          |                              |          |                              |          |                                |           |                                  |          | 110                              | 1,634.98  |        |       |
| Total.....                                        | 300                       | 4,318.19 | 6                           | 411.29   | 1                            | 170.21   | 1                            | 265.93   |                              |          |                              |          | 3                              | 1,909.50  | 1                                | 1,491.18 | 312                              | 8,566.30  |        |       |



|                                     |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
|-------------------------------------|-----|----------|----|----------|----|-----------|----|-----------|-----|-----------|-----|------------|-----|------------|----|-----------|--------|--------------|-----|----------|
| TEXAS.                              |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| Galveston.....                      | 132 | 1,912.83 | 4  | 271.84   | 1  | 173.46    | 2  | 573.14    | 262 | 92,322.94 | 259 | 115,857.41 | 567 | 393,049.78 | 6  | 18,706.19 | 12,599 | 1,426,073.19 | 142 | 4,406.50 |
| Saluria.....                        | 32  | 356.33   |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 32  | 356.33   |
| Corpus Christi.....                 | 29  | 268.18   |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 29  | 268.18   |
| Brazos de Santiago.....             | 3   | 58.02    |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 3   | 58.02    |
| Total.....                          | 196 | 2,595.36 | 4  | 271.84   | 1  | 173.46    | 2  | 573.14    |     |           | 2   | 847.26     | 1   | 627.97     |    |           | 206    | 5,089.03     |     |          |
| Total Atlantic and Gulf coasts..... |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| THE PACIFIC COAST.                  |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| CALIFORNIA.                         |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| San Diego.....                      | 21  | 317.74   |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 21  | 317.74   |
| Los Angeles.....                    | 19  | 379.45   | 1  | 54.89    |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 25  | 2,271.30 |
| San Francisco.....                  | 254 | 7,063.85 | 79 | 5,890.16 | 72 | 10,481.74 | 46 | 11,617.05 | 46  | 15,979.10 | 9   | 4,224.55   | 45  | 32,062.09  | 49 | 74,612.22 | 600    | 161,930.76   |     |          |
| Humboldt.....                       | 3   | 45.35    |    |          | 3  | 585.47    | 4  | 1,068.32  |     |           | 2   | 933.63     | 1   | 665.73     |    |           | 13     | 3,298.50     |     |          |
| Total.....                          | 297 | 7,806.39 | 80 | 5,945.05 | 75 | 11,067.21 | 52 | 13,182.68 | 47  | 16,288.59 | 12  | 5,587.92   | 47  | 33,328.24  | 49 | 74,612.22 | 659    | 167,818.30   |     |          |
| OREGON.                             |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| Southern Oregon.....                |     |          | 2  | 175.66   |    |           |    |           |     |           |     |            |     |            |    |           |        |              | 2   | 175.66   |
| Oregon.....                         | 26  | 478.51   | 2  | 130.51   | 1  | 105.00    |    |           |     |           | 1   | 498.74     |     |            |    |           |        |              | 30  | 1,212.76 |
| Willamette.....                     | 1   | 9.89     |    |          |    |           | 1  | 263.59    |     |           |     |            | 2   | 1,490.35   |    |           |        |              | 4   | 1,763.83 |
| Total.....                          | 27  | 488.40   | 4  | 306.17   | 1  | 105.00    | 1  | 263.59    |     |           | 1   | 498.74     | 2   | 1,490.35   |    |           |        |              | 36  | 3,152.25 |
| WASHINGTON.                         |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| Puget Sound.....                    | 115 | 1,878.09 | 7  | 512.60   | 4  | 627.59    | 4  | 1,075.16  | 7   | 2,551.99  | 13  | 5,807.27   | 23  | 15,150.97  | 28 | 38,990.59 | 201    | 66,594.26    |     |          |
| ALASKA.                             |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| Alaska.....                         | 46  | 833.75   |    |          | 1  | 131.83    | 1  | 230.40    |     |           |     |            |     |            |    |           |        |              | 48  | 1,195.98 |
| Total Pacific coast.....            |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| NORTHERN LAKES.                     |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| VERMONT.                            |     |          |    |          |    |           |    |           |     |           |     |            |     |            |    |           |        |              |     |          |
| Vermont.....                        | 2   | 58.48    | 6  | 501.40   | 4  | 462.65    |    |           |     |           |     |            |     |            |    |           |        |              | 12  | 1,022.53 |



NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

SAILING VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |          | Class 1.<br>50 to 100 tons. |          | Class 2.<br>100 to 200 tons. |          | Class 3.<br>200 to 300 tons. |           | Class 4.<br>300 to 400 tons. |           | Class 5.<br>400 to 500 tons. |           | Class 6.<br>500 to 1,000 tons. |           | Class 7.<br>1,000 to 2,500 tons. |           | Class 8.<br>2,500 tons and over. |            | Total. |
|---------------------------------------------------|---------------------------|----------|-----------------------------|----------|------------------------------|----------|------------------------------|-----------|------------------------------|-----------|------------------------------|-----------|--------------------------------|-----------|----------------------------------|-----------|----------------------------------|------------|--------|
|                                                   | No.                       | Tons.    | No.                         | Tons.    | No.                          | Tons.    | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.     | No.                            | Tons.     | No.                              | Tons.     | No.                              | Tons.      |        |
| N O R T H E R N<br>L A K E S—Cont'd.              |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| NEW YORK.                                         |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| Champlain.....                                    | 5                         | 139.38   | 17                          | 1,183.51 | 1                            | 192.46   | 1                            | 299.85    | 5                            | 1,754.95  | 3                            | 1,415.91  |                                |           |                                  |           | 22                               | 1,322.89   |        |
| Oswegatchie.....                                  | 1                         | 26.45    |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           | 11                               | 3,689.62   |        |
| Cape Vincent.....                                 | 18                        | 399.55   | 3                           | 198.05   | 2                            | 223.73   |                              |           | 2                            | 658.12    |                              |           |                                |           |                                  |           | 25                               | 1,479.45   |        |
| Oswego.....                                       | 4                         | 77.62    |                             |          |                              |          | 1                            | 274.68    | 5                            | 1,615.07  | 1                            | 418.00    |                                |           |                                  |           | 11                               | 2,385.37   |        |
| Genesee.....                                      | 1                         | 13.39    |                             |          |                              |          | 1                            | 287.40    |                              |           |                              |           | 2                              | 1,077.00  |                                  |           | 4                                | 1,377.79   |        |
| Niagara.....                                      |                           |          |                             |          |                              |          | 2                            | 594.84    | 3                            | 1,086.45  | 1                            | 421.46    | 2                              | 1,119.22  |                                  |           | 8                                | 3,221.97   |        |
| Buffalo Creek.....                                |                           |          |                             |          |                              |          | 7                            | 1,914.05  | 6                            | 2,002.56  | 5                            | 2,258.10  | 11                             | 7,087.22  | 1                                | 1,258.62  | 30                               | 14,520.55  |        |
| Total.....                                        | 29                        | 656.39   | 20                          | 1,381.56 | 3                            | 416.19   | 12                           | 3,370.82  | 21                           | 7,117.15  | 10                           | 4,513.47  | 15                             | 9,283.44  | 1                                | 1,258.62  | 111                              | 27,997.64  |        |
| P E N N S Y L V A N I A.                          |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| Erie.....                                         | 3                         | 77.46    |                             |          |                              |          |                              |           | 1                            | 332.27    |                              |           |                                |           |                                  |           | 4                                | 409.73     |        |
| O H I O.                                          |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| Cuyahoga.....                                     | 4                         | 92.02    | 1                           | 50.38    | 2                            | 265.49   | 12                           | 3,063.03  | 8                            | 2,761.59  | 2                            | 968.49    | 31                             | 23,122.02 | 15                               | 20,084.57 | 75                               | 50,407.59  |        |
| Sandusky.....                                     | 6                         | 141.26   | 1                           | 61.32    | 1                            | 128.55   | 1                            | 298.54    |                              |           |                              |           | 11                             | 7,996.36  | 1                                | 1,846.96  | 21                               | 10,472.99  |        |
| Miami.....                                        | 3                         | 59.41    |                             |          | 1                            | 153.66   | 9                            | 2,421.40  | 6                            | 1,990.36  | 1                            | 424.22    | 4                              | 2,678.57  |                                  |           | 24                               | 7,727.62   |        |
| Total.....                                        | 13                        | 292.69   | 2                           | 111.70   | 4                            | 547.70   | 22                           | 5,782.97  | 14                           | 4,751.95  | 3                            | 1,392.71  | 46                             | 33,796.95 | 16                               | 21,931.53 | 120                              | 68,608.20  |        |
| M I C H I G A N.                                  |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| Detroit.....                                      | 28                        | 648.46   | 12                          | 860.72   | 9                            | 1,317.77 | 13                           | 3,393.53  | 21                           | 6,927.19  | 4                            | 1,802.60  | 19                             | 13,482.44 | 8                                | 9,996.45  | 114                              | 38,429.16  |        |
| Huron.....                                        | 65                        | 1,361.95 | 12                          | 859.08   | 10                           | 1,566.50 | 38                           | 10,131.46 | 38                           | 12,934.21 | 27                           | 12,011.04 | 53                             | 35,035.18 | 8                                | 10,116.68 | 251                              | 84,016.10  |        |
| Superior.....                                     | 23                        | 484.35   |                             |          | 1                            | 133.40   | 4                            | 1,139.70  | 5                            | 1,679.05  | 4                            | 1,822.33  | 7                              | 4,905.76  | 1                                | 1,676.22  | 45                               | 11,840.81  |        |
| Michigan.....                                     | 60                        | 1,369.63 | 21                          | 1,525.41 | 16                           | 2,505.98 | 15                           | 3,286.33  | 3                            | 940.86    |                              |           |                                |           |                                  |           | 115                              | 9,628.21   |        |
| Total.....                                        | 176                       | 3,864.39 | 45                          | 3,245.21 | 36                           | 5,523.65 | 70                           | 17,951.02 | 67                           | 22,481.31 | 35                           | 15,635.97 | 79                             | 53,423.38 | 17                               | 21,789.35 | 525                              | 143,914.28 |        |
| I L L I N O I S.                                  |                           |          |                             |          |                              |          |                              |           |                              |           |                              |           |                                |           |                                  |           |                                  |            |        |
| Chicago.....                                      | 16                        | 256.21   | 2                           | 145.09   | 22                           | 3,599.35 | 44                           | 10,932.89 | 25                           | 8,519.53  | 7                            | 3,001.66  | 6                              | 3,855.90  | 1                                | 1,010.20  | 123                              | 31,320.83  |        |



|                              | 53  | 1,563.54 | 47    | 3,459.35 | 63    | 9,405.34  | 21    | 4,801.52  | 11  | 3,676.06  | 1  | 437.60    | 3     | 2,380.09   | ..... | .....     | ..... | 199   | 25,723.50  |
|------------------------------|-----|----------|-------|----------|-------|-----------|-------|-----------|-----|-----------|----|-----------|-------|------------|-------|-----------|-------|-------|------------|
| WISCONSIN.                   |     |          |       |          |       |           |       |           |     |           |    |           |       |            |       |           |       |       |            |
| Milwaukee.....               |     |          |       |          |       |           |       |           |     |           |    |           |       |            |       |           |       |       |            |
| MINNESOTA.                   |     |          |       |          |       |           |       |           |     |           |    |           |       |            |       |           |       |       |            |
| Duluth.....                  | 2   | 47.77    | ..... | .....    | ..... | .....     | ..... | .....     | 1   | 314.00    | 3  | 1,283.62  | ..... | .....      | ..... | .....     | ..... | 6     | 1,645.39   |
| Total North-<br>ern lakes... | 294 | 6,816.93 | 122   | 8,844.31 | 132   | 19,954.88 | 169   | 42,839.22 | 140 | 47,192.27 | 59 | 26,265.03 | 149   | 102,739.76 | 35    | 45,989.70 | ..... | 1,100 | 300,642.10 |

## STEAM VESSELS.

[illegible]



No.13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

STEAM VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |           | Class 1.<br>50 to 100 tons. |           | Class 2.<br>100 to 200 tons. |           | Class 3.<br>200 to 300 tons. |          | Class 4.<br>300 to 400 tons. |           | Class 5.<br>400 to 500 tons. |           | Class 6.<br>500 to 1,000 tons. |           | Class 7.<br>1,000 to 2,500 tons. |            | Class 8.<br>2,500 tons and over. |            | Total. |            |
|---------------------------------------------------|---------------------------|-----------|-----------------------------|-----------|------------------------------|-----------|------------------------------|----------|------------------------------|-----------|------------------------------|-----------|--------------------------------|-----------|----------------------------------|------------|----------------------------------|------------|--------|------------|
|                                                   | No.                       | Tons.     | No.                         | Tons.     | No.                          | Tons.     | No.                          | Tons.    | No.                          | Tons.     | No.                          | Tons.     | No.                            | Tons.     | No.                              | Tons.      | No.                              | Tons.      | No.    | Tons.      |
| <b>ATLANTIC AND GULF COASTS—Continued.</b>        |                           |           |                             |           |                              |           |                              |          |                              |           |                              |           |                                |           |                                  |            |                                  |            |        |            |
| <b>RHODE ISLAND.</b>                              |                           |           |                             |           |                              |           |                              |          |                              |           |                              |           |                                |           |                                  |            |                                  |            |        |            |
| Providence.....                                   | 9                         | 257.04    | 8                           | 552.53    | 3                            | 351.05    | 3                            | 731.12   | .....                        | .....     | .....                        | .....     | 4                              | 2,911.03  | 2                                | 2,994.18   | 4                                | 11,449.35  | 33     | 19,246.30  |
| Bristol and Warren.                               | 2                         | 48.79     | .....                       | .....     | .....                        | .....     | .....                        | .....    | .....                        | .....     | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 2      | 48.79      |
| Newport.....                                      | 7                         | 213.36    | 4                           | 244.37    | 10                           | 1,286.76  | 3                            | 666.05   | 2                            | 685.50    | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 26     | 3,096.04   |
| Total.....                                        | 18                        | 519.19    | 12                          | 796.90    | 13                           | 1,637.81  | 6                            | 1,397.17 | 2                            | 685.50    | .....                        | .....     | 4                              | 2,911.03  | 2                                | 2,994.18   | 4                                | 11,449.35  | 61     | 22,391.13  |
| <b>CONNECTICUT.</b>                               |                           |           |                             |           |                              |           |                              |          |                              |           |                              |           |                                |           |                                  |            |                                  |            |        |            |
| Stonington.....                                   | 8                         | 191.50    | .....                       | .....     | 2                            | 258.88    | 1                            | 204.63   | .....                        | .....     | 1                            | 421.93    | .....                          | .....     | 2                                | 4,790.14   | .....                            | .....      | 14     | 5,867.08   |
| New London.....                                   | 9                         | 237.37    | 5                           | 311.67    | 10                           | 1,492.05  | 3                            | 754.28   | 1                            | 300.16    | 2                            | 844.16    | 3                              | 2,262.17  | 6                                | 9,929.57   | 1                                | 2,975.04   | 40     | 19,106.47  |
| Hartford.....                                     | 13                        | 330.51    | 4                           | 257.59    | 1                            | 106.58    | 2                            | 466.10   | .....                        | .....     | .....                        | .....     | .....                          | .....     | 2                                | 2,755.02   | .....                            | .....      | 22     | 3,915.80   |
| New Haven.....                                    | 17                        | 468.96    | 16                          | 1,127.85  | 15                           | 1,956.11  | 2                            | 516.95   | 1                            | 357.72    | 1                            | 467.88    | 3                              | 2,745.39  | 3                                | 3,510.39   | 1                                | 2,906.18   | 59     | 14,057.43  |
| Fairfield.....                                    | 23                        | 642.92    | 13                          | 979.86    | 11                           | 1,585.56  | 3                            | 736.91   | .....                        | .....     | .....                        | .....     | 2                              | 1,526.49  | 1                                | 1,024.02   | .....                            | .....      | 53     | 6,495.76   |
| Total.....                                        | 70                        | 1,871.26  | 38                          | 2,676.97  | 39                           | 5,399.18  | 11                           | 2,678.87 | 2                            | 657.88    | 4                            | 1,733.97  | 8                              | 6,534.05  | 14                               | 22,009.14  | 2                                | 5,881.22   | 188    | 49,442.54  |
| <b>NEW YORK.</b>                                  |                           |           |                             |           |                              |           |                              |          |                              |           |                              |           |                                |           |                                  |            |                                  |            |        |            |
| New York.....                                     | 360                       | 10,627.28 | 220                         | 16,228.72 | 181                          | 25,291.43 | 36                           | 8,741.90 | 34                           | 12,073.29 | 47                           | 20,913.77 | 123                            | 89,259.97 | 73                               | 107,850.86 | 56                               | 204,083.74 | 1,130  | 495,070.96 |
| Sag Harbor.....                                   | 3                         | 39.51     | 8                           | 592.66    | 10                           | 1,280.78  | 2                            | 475.30   | .....                        | .....     | 1                            | 409.13    | 2                              | 1,218.96  | .....                            | .....      | .....                            | .....      | 26     | 4,016.34   |
| Total.....                                        | 363                       | 10,666.79 | 228                         | 16,821.38 | 191                          | 26,572.21 | 38                           | 9,217.20 | 34                           | 12,073.29 | 48                           | 21,322.90 | 125                            | 90,478.93 | 73                               | 107,850.86 | 56                               | 204,083.74 | 1,156  | 499,087.30 |
| <b>NEW JERSEY.</b>                                |                           |           |                             |           |                              |           |                              |          |                              |           |                              |           |                                |           |                                  |            |                                  |            |        |            |
| Newark.....                                       | 13                        | 336.12    | 8                           | 579.15    | 9                            | 1,345.58  | 2                            | 489.25   | 1                            | 329.85    | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 33     | 3,079.95   |
| Perth Amboy.....                                  | 19                        | 538.22    | 11                          | 835.46    | 15                           | 2,013.63  | 4                            | 1,060.38 | 1                            | 360.07    | 4                            | 1,739.59  | .....                          | 2,470.89  | .....                            | .....      | .....                            | .....      | 58     | 9,018.24   |
| Little Egg Harbor..                               | .....                     | .....     | 1                           | 71.38     | .....                        | .....     | .....                        | .....    | .....                        | .....     | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 1      | 71.38      |
| Great Egg Harbor..                                | 7                         | 208.70    | 2                           | 126.42    | 1                            | 130.23    | .....                        | .....    | .....                        | .....     | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 10     | 465.35     |
| Bridgeton.....                                    | 1                         | 36.50     | .....                       | .....     | 3                            | 448.01    | .....                        | .....    | .....                        | .....     | .....                        | .....     | 1                              | 530.73    | .....                            | .....      | .....                            | .....      | 5      | 1,015.24   |
| Burlington.....                                   | 11                        | 274.36    | 4                           | 285.98    | 6                            | 980.17    | 1                            | 233.82   | .....                        | .....     | .....                        | .....     | .....                          | .....     | .....                            | .....      | .....                            | .....      | 22     | 1,774.33   |
| Total.....                                        | 51                        | 1,393.90  | 26                          | 1,898.39  | 34                           | 4,917.62  | 7                            | 1,783.45 | 2                            | 689.92    | 4                            | 1,739.59  | 5                              | 3,001.62  | .....                            | .....      | .....                            | .....      | 129    | 15,424.49  |







No. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

STEAM VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |          | Class 1.<br>50 to 100 tons. |          | Class 2.<br>100 to 200 tons. |          | Class 3.<br>200 to 300 tons. |          | Class 4.<br>300 to 400 tons. |          | Class 5.<br>400 to 500 tons. |          | Class 6.<br>500 to 1,000 tons. |          | Class 7.<br>1,000 to 2,500 tons. |           | Class 8.<br>2,500 tons and over. |           | Total. |           |
|---------------------------------------------------|---------------------------|----------|-----------------------------|----------|------------------------------|----------|------------------------------|----------|------------------------------|----------|------------------------------|----------|--------------------------------|----------|----------------------------------|-----------|----------------------------------|-----------|--------|-----------|
|                                                   | No.                       | Tons.    | No.                         | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                          | Tons.    | No.                            | Tons.    | No.                              | Tons.     | No.                              | Tons.     |        |           |
| ATLANTIC AND GULF COASTS—Continued.               |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| GEORGIA.                                          |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| Savannah.....                                     | 9                         | 253.97   | 7                           | 578.94   | 6                            | 865.14   | 2                            | 505.58   | 3                            | 1,015.76 | 2                            | 840.62   | 2                              | 1,451.96 | 3                                | 5,457.19  | 6                                | 17,648.84 | 40     | 28,618.00 |
| Brunswick.....                                    | 11                        | 282.59   | 4                           | 274.52   | 6                            | 866.65   | 1                            | 286.49   | 1                            | 366.30   | 1                            | 440.44   |                                |          |                                  |           |                                  |           | 24     | 2,516.99  |
| St. Marys.....                                    | 1                         | 34.27    | 1                           | 85.66    |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           | 2      | 119.93    |
| Total.....                                        | 21                        | 570.83   | 12                          | 939.12   | 12                           | 1,731.79 | 3                            | 792.07   | 4                            | 1,382.06 | 3                            | 1,281.06 | 2                              | 1,451.96 | 3                                | 5,457.19  | 6                                | 17,648.84 | 66     | 31,254.92 |
| FLORIDA.                                          |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| Fernandina.....                                   | 1                         | 11.53    | 1                           | 67.30    | 1                            | 113.39   |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           | 3      | 192.22    |
| St. Johns.....                                    | 28                        | 654.87   | 13                          | 934.95   | 5                            | 646.99   | 1                            | 259.92   | 1                            | 307.35   | 1                            | 470.01   |                                |          |                                  |           |                                  |           | 49     | 3,274.09  |
| St. Augustine.....                                | 6                         | 126.84   | 2                           | 154.62   | 1                            | 193.05   |                              |          |                              |          | 1                            | 414.73   | 2                              | 1,304.62 |                                  |           |                                  |           | 12     | 2,193.86  |
| Key West.....                                     | 6                         | 140.84   | 4                           | 255.10   | 1                            | 110.12   |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           | 11     | 506.06    |
| Tampa.....                                        | 10                        | 272.79   | 1                           | 72.15    | 2                            | 239.75   |                              |          |                              |          | 1                            | 449.90   |                                |          | 1                                | 1,598.49  |                                  |           | 15     | 2,633.08  |
| St. Marks.....                                    | 4                         | 102.95   | 2                           | 160.15   | 1                            | 104.59   | 1                            | 218.35   | 2                            | 675.06   |                              |          |                                |          |                                  |           |                                  |           | 10     | 1,261.10  |
| Apalachicola.....                                 | 11                        | 344.94   |                             |          | 7                            | 1,057.83 |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           | 18     | 1,402.77  |
| Pensacola.....                                    | 13                        | 332.73   | 8                           | 626.01   | 8                            | 1,086.90 | 1                            | 204.83   | 1                            | 301.38   |                              |          |                                |          |                                  |           |                                  |           | 31     | 2,551.85  |
| Total.....                                        | 79                        | 1,987.49 | 31                          | 2,270.28 | 26                           | 3,552.62 | 3                            | 683.10   | 4                            | 1,283.79 | 3                            | 1,334.64 | 2                              | 1,304.62 | 1                                | 1,598.49  |                                  |           | 149    | 14,015.03 |
| ALABAMA.                                          |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| Mobile.....                                       | 21                        | 586.78   | 8                           | 616.90   | 9                            | 1,333.37 | 5                            | 1,240.10 | 2                            | 680.31   |                              |          | 1                              | 641.16   | 1                                | 1,786.30  |                                  |           | 47     | 6,884.92  |
| MISSISSIPPI.                                      |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| Pearl River.....                                  | 16                        | 412.33   | 3                           | 281.32   | 1                            | 130.07   |                              |          | 1                            | 362.23   |                              |          | 4                              | 3,036.04 |                                  |           |                                  |           | 25     | 4,221.99  |
| LOUISIANA.                                        |                           |          |                             |          |                              |          |                              |          |                              |          |                              |          |                                |          |                                  |           |                                  |           |        |           |
| New Orleans <sup>1</sup> .....                    |                           |          |                             |          | 4                            | 618.13   |                              |          |                              |          | 1                            | 483.91   | 6                              | 5,381.83 | 9                                | 12,412.65 | 2                                | 6,246.91  | 22     | 25,143.43 |
| Teche.....                                        | 26                        | 565.65   | 23                          | 1,687.97 | 2                            | 246.90   | 2                            | 480.72   |                              |          |                              |          |                                |          |                                  |           |                                  |           | 53     | 2,981.24  |
| Total.....                                        | 26                        | 565.65   | 23                          | 1,687.97 | 6                            | 865.03   | 2                            | 480.72   |                              |          | 1                            | 483.91   | 6                              | 5,381.83 | 9                                | 12,412.65 | 2                                | 6,246.91  | 75     | 28,124.67 |







NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1995—Continued.

STEAM VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |          | Class 1.<br>50 to 100 tons. |          | Class 2.<br>100 to 300 tons. |          | Class 3.<br>200 to 300 tons. |           | Class 4.<br>300 to 400 tons. |           | Class 5.<br>400 to 500 tons. |          | Class 6.<br>500 to 1,000 tons. |           | Class 7.<br>1,000 to 2,500 tons. |            | Class 8.<br>2,500 tons and over. |           | Total.    |
|---------------------------------------------------|---------------------------|----------|-----------------------------|----------|------------------------------|----------|------------------------------|-----------|------------------------------|-----------|------------------------------|----------|--------------------------------|-----------|----------------------------------|------------|----------------------------------|-----------|-----------|
|                                                   | No.                       | Tons.    | No.                         | Tons.    | No.                          | Tons.    | No.                          | Tons.     | No.                          | Tons.     | No.                          | Tons.    | No.                            | Tons.     | No.                              | Tons.      | No.                              | Tons.     |           |
| THE NORTHERN LAKES.                               |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| VERMONT.                                          |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| Vermont .....                                     | 5                         | 71.18    |                             |          | 1                            | 122.64   |                              |           | 1                            | 370.13    | 1                            | 498.33   | 1                              | 742.75    | 1                                | 1,124.53   |                                  | 10        | 2,929.56  |
| NEW YORK.                                         |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| Champlain .....                                   | 1                         | 39.44    | 3                           | 237.38   | 4                            | 509.83   |                              |           |                              |           |                              |          |                                |           |                                  |            | 8                                | 786.65    |           |
| Oswegatchie .....                                 | 8                         | 177.94   | 7                           | 530.12   | 2                            | 298.25   |                              |           |                              |           |                              |          |                                |           |                                  |            | 27                               | 18,020.76 |           |
| Cape Vincent .....                                | 16                        | 345.86   | 7                           | 568.70   | 2                            | 314.24   |                              |           | 2                            | 692.64    |                              |          |                                |           |                                  |            | 27                               | 1,921.44  |           |
| Oswego .....                                      | 9                         | 232.99   | 3                           | 184.39   | 3                            | 369.00   |                              |           | 1                            | 343.14    |                              |          |                                |           |                                  |            | 18                               | 4,142.65  |           |
| Genesee .....                                     | 10                        | 306.16   | 1                           | 87.67    | 3                            | 462.16   | 1                            | 209.52    |                              |           | 1                            | 474.86   |                                |           |                                  |            | 17                               | 3,902.88  |           |
| Niagara .....                                     | 3                         | 44.88    | 3                           | 164.22   |                              |          |                              |           | 2                            | 704.03    | 1                            | 401.84   | 3                              | 2,091.93  | 1                                | 1,438.50   |                                  | 13        | 4,845.40  |
| Buffalo Creek .....                               | 82                        | 1,941.13 | 24                          | 1,663.77 | 59                           | 7,932.84 | 3                            | 725.24    | 5                            | 1,764.74  | 5                            | 2,181.04 | 11                             | 8,217.09  | 54                               | 92,330.96  | 6                                | 15,783.99 | 249       |
| Dunkirk .....                                     | 3                         | 68.29    |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  | 3         | 68.29     |
| Total .....                                       | 132                       | 3,156.69 | 48                          | 3,436.25 | 73                           | 9,886.32 | 4                            | 934.76    | 10                           | 3,504.55  | 7                            | 3,057.74 | 14                             | 10,309.02 | 68                               | 116,159.55 | 6                                | 15,783.99 | 362       |
| PENNSYLVANIA.                                     |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| Erie .....                                        | 28                        | 501.36   | 3                           | 200.58   | 3                            | 382.21   |                              |           | 1                            | 382.03    |                              |          |                                |           | 19                               | 31,880.60  | 1                                | 2,781.89  | 55        |
| OHIO.                                             |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| Cuyahoga .....                                    | 47                        | 1,090.67 | 20                          | 1,465.40 | 4                            | 589.11   | 3                            | 705.62    | 1                            | 334.76    |                              |          | 13                             | 10,377.07 | 78                               | 144,818.24 | 8                                | 23,091.72 | 174       |
| Sandusky .....                                    | 32                        | 699.98   | 7                           | 541.62   | 5                            | 784.09   | 4                            | 1,052.63  | 2                            | 758.13    | 2                            | 836.39   | 3                              | 2,770.82  | 16                               | 28,425.00  |                                  | 71        | 35,868.66 |
| Miami .....                                       | 25                        | 601.64   | 10                          | 735.73   | 6                            | 823.16   | 4                            | 925.90    | 1                            | 381.81    | 3                            | 1,324.94 | 3                              | 1,951.48  | 6                                | 7,940.24   |                                  | 58        | 14,684.90 |
| Total .....                                       | 104                       | 2,392.29 | 37                          | 2,742.75 | 15                           | 2,196.36 | 11                           | 2,684.15  | 4                            | 1,474.70  | 5                            | 2,161.33 | 19                             | 15,099.37 | 100                              | 181,183.48 | 8                                | 23,091.72 | 303       |
| MICHIGAN.                                         |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
| Detroit .....                                     | 32                        | 810.81   | 8                           | 582.41   | 15                           | 2,357.33 | 13                           | 3,140.15  | 7                            | 2,349.54  | 4                            | 1,781.77 | 22                             | 15,025.88 | 58                               | 88,709.85  | 3                                | 8,755.34  | 162       |
| Huron .....                                       | 55                        | 1,387.07 | 21                          | 1,518.79 | 14                           | 2,160.43 | 17                           | 4,314.91  | 18                           | 6,383.38  | 8                            | 3,551.80 | 39                             | 29,869.01 | 21                               | 33,459.21  | 4                                | 12,285.37 | 197       |
| Superior .....                                    | 69                        | 1,940.60 | 9                           | 663.13   | 8                            | 1,173.68 | 3                            | 673.97    | 5                            | 1,710.94  |                              |          | 4                              | 2,650.52  | 23                               | 45,508.50  | 2                                | 8,488.00  | 123       |
| Michigan .....                                    | 100                       | 2,625.69 | 20                          | 1,437.70 | 12                           | 1,824.31 | 10                           | 2,532.95  | 8                            | 2,807.10  | 5                            | 2,245.44 | 7                              | 4,924.90  | 5                                | 5,958.27   |                                  | 167       | 24,356.36 |
| Total .....                                       | 256                       | 6,764.17 | 58                          | 4,202.03 | 49                           | 7,515.75 | 43                           | 10,661.98 | 38                           | 13,250.96 | 17                           | 7,579.01 | 72                             | 52,470.31 | 107                              | 173,635.83 | 9                                | 29,528.71 | 649       |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |
|                                                   |                           |          |                             |          |                              |          |                              |           |                              |           |                              |          |                                |           |                                  |            |                                  |           |           |



| ILLINOIS.                      | 74  | 2,342.61  | 42  | 3,174.29  | 11  | 1,537.00  | 10 | 2,523.33  | 5  | 1,614.77  | 2  | 870.96    | 17  | 11,499.61 | 13  | 21,758.99  | 1  | 2,944.66  | i75   | 48,266.22  |
|--------------------------------|-----|-----------|-----|-----------|-----|-----------|----|-----------|----|-----------|----|-----------|-----|-----------|-----|------------|----|-----------|-------|------------|
| Chicago .....                  |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| WISCONSIN.                     |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| Milwaukee .....                | 65  | 1,847.86  | 16  | 1,049.11  | 11  | 1,643.04  | 7  | 1,669.14  | 10 | 3,397.29  | 4  | 1,799.61  | 11  | 7,411.24  | 26  | 40,778.75  | 1  | 2,607.70  | 151   | 62,203.74  |
| MINNESOTA.                     |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| Duluth .....                   | 32  | 854.23    | 11  | 739.58    | 4   | 683.59    | 1  | 298.76    | 1  | 334.30    | 1  | 432.71    |     |           |     |            |    |           | 50    | 3,343.17   |
| Total North-<br>ern lakes...   | 696 | 17,930.39 | 215 | 15,544.59 | 167 | 23,966.91 | 76 | 18,772.12 | 70 | 24,328.73 | 37 | 16,399.69 | 134 | 97,532.30 | 334 | 566,521.73 | 26 | 76,738.67 | 1,755 | 857,735.13 |
| THE WESTERN<br>RIVERS.         |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| LOUISIANA.                     |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| New Orleans <sup>1</sup> ..... | 47  | 1,383.68  | 34  | 2,416.15  | 21  | 2,938.33  | 12 | 2,897.17  | 4  | 1,493.12  | 5  | 2,292.88  | 3   | 2,127.23  | 1   | 1,749.23   |    |           | 127   | 17,297.79  |
| MISSISSIPPI.                   |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| Natchez .....                  | 1   | 44.49     | 1   | 72.71     | 1   | 186.03    | 1  | 277.13    |    |           |    |           |     |           |     |            |    |           | 4     | 580.36     |
| Vicksburg .....                | 5   | 148.77    | 6   | 455.03    | 6   | 857.46    | 2  | 467.61    | 1  | 319.40    |    |           | 1   | 571.13    |     |            |    |           | 21    | 2,819.40   |
| Total .....                    | 6   | 193.26    | 7   | 527.74    | 7   | 1,043.49  | 3  | 744.74    | 1  | 319.40    |    |           | 1   | 571.13    |     |            |    |           | 25    | 3,399.76   |
| TENNESSEE.                     |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| Memphis .....                  | 25  | 639.10    | 21  | 1,495.84  | 9   | 1,396.44  | 5  | 1,162.08  | 4  | 1,350.05  | 1  | 485.42    | 4   | 2,495.78  |     |            |    |           | 69    | 9,024.71   |
| Nashville .....                | 5   | 187.88    | 5   | 417.52    | 5   | 784.48    | 2  | 498.11    |    |           |    |           |     |           |     |            |    |           | 17    | 1,887.99   |
| Chattanooga .....              | 9   | 301.24    | 4   | 360.05    | 6   | 901.95    | 4  | 983.53    | 2  | 704.82    | 1  | 489.94    | 1   | 565.34    |     |            |    |           | 27    | 4,306.87   |
| Total .....                    | 39  | 1,128.22  | 30  | 2,273.41  | 20  | 3,082.87  | 11 | 2,643.72  | 6  | 2,054.87  | 2  | 975.36    | 5   | 3,061.12  |     |            |    |           | 113   | 15,219.57  |
| KENTUCKY.                      |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| Paducah .....                  | 9   | 221.54    | 8   | 558.32    | 5   | 739.35    | 1  | 210.13    | 5  | 1,774.31  |    |           | 2   | 1,412.70  | 1   | 1,491.11   |    |           | 31    | 6,407.46   |
| Louisville .....               | 11  | 225.56    | 6   | 433.51    | 6   | 903.48    | 4  | 1,025.83  | 5  | 1,700.87  | 3  | 1,343.14  | 2   | 1,299.86  |     |            |    |           | 37    | 6,932.25   |
| Total .....                    | 20  | 447.10    | 14  | 991.83    | 11  | 1,642.83  | 5  | 1,235.96  | 10 | 3,475.18  | 3  | 1,343.14  | 4   | 2,712.56  | 1   | 1,491.11   |    |           | 68    | 13,339.71  |
| MISSOURI.                      |     |           |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           |       |            |
| St. Louis .....                | 16  | 494.52    | 27  | 2,063.57  | 13  | 2,011.65  | 6  | 1,507.30  | 12 | 4,305.44  | 10 | 4,473.51  | 15  | 9,681.48  | 10  | 14,165.97  |    |           | 109   | 38,703.44  |
| Kansas City .....              | 3   | 110.36    | 3   | 223.94    | 1   | 178.32    |    |           |    |           |    |           |     |           |     |            |    |           | 7     | 512.62     |
| St. Joseph .....               | 2   | 43.50     |     |           |     |           |    |           |    |           |    |           |     |           |     |            |    |           | 2     | 43.50      |
| Total .....                    | 21  | 648.38    | 30  | 2,287.51  | 14  | 2,189.97  | 6  | 1,507.30  | 12 | 4,305.44  | 10 | 4,473.51  | 15  | 9,681.48  | 10  | 14,165.97  |    |           | 118   | 39,259.56  |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 326.



NO. 13.—A CLASSIFICATION, ACCORDING TO SIZE, OF THE VESSELS COMPOSING THE SAILING AND STEAM TONNAGE OF THE UNITED STATES,  
JUNE 30, 1895—Continued.

STEAM VESSELS—Continued.

| States and customs districts in which documented. | Class 0.<br>5 to 50 tons. |        | Class 1.<br>50 to 100 tons. |        | Class 2.<br>100 to 200 tons. |          | Class 3.<br>200 to 300 tons. |          | Class 4.<br>300 to 400 tons. |        | Class 5.<br>400 to 500 tons. |       | Class 6.<br>500 to 1,000 tons. |          | Class 7.<br>1,000 to 2,500 tons. |       | Class 8.<br>2,500 tons and over. |       | Total.   |       |
|---------------------------------------------------|---------------------------|--------|-----------------------------|--------|------------------------------|----------|------------------------------|----------|------------------------------|--------|------------------------------|-------|--------------------------------|----------|----------------------------------|-------|----------------------------------|-------|----------|-------|
|                                                   | No.                       | Tons.  | No.                         | Tons.  | No.                          | Tons.    | No.                          | Tons.    | No.                          | Tons.  | No.                          | Tons. | No.                            | Tons.    | No.                              | Tons. | No.                              | Tons. | No.      | Tons. |
| THE WESTERN RIVERS—Cont'd.                        |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| NEBRASKA.                                         |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| Omaha .....                                       | 3                         | 56.46  | 5                           | 334.30 | 3                            | 485.02   | 1                            | 286.49   |                              |        |                              |       |                                |          |                                  |       |                                  | 12    | 1,162.27 |       |
| NORTH DAKOTA.                                     |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| North and South Dakota .....                      | 1                         | 35.94  |                             |        |                              |          |                              |          | 1                            | 313.00 |                              |       |                                |          |                                  |       |                                  | 2     | 348.94   |       |
| MONTANA.                                          |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| Montana and Idaho.                                | 2                         | 83.67  |                             |        | 1                            | 128.08   |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  | 3     | 211.75   |       |
| IOWA.                                             |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| Burlington .....                                  | 5                         | 131.45 | 10                          | 703.87 | 8                            | 1,128.95 | 4                            | 957.14   | 1                            | 390.49 |                              |       |                                |          |                                  |       |                                  | 28    | 3,311.90 |       |
| Dubuque .....                                     | 4                         | 138.46 | 5                           | 290.06 | 3                            | 431.03   | 1                            | 249.62   | 1                            | 349.48 |                              |       | 4                              | 2,780.10 |                                  |       |                                  | 18    | 4,238.75 |       |
| Total .....                                       | 9                         | 269.91 | 15                          | 993.93 | 11                           | 1,559.98 | 5                            | 1,206.76 | 2                            | 739.97 |                              |       | 4                              | 2,780.10 |                                  |       |                                  | 46    | 7,550.65 |       |
| MINNESOTA.                                        |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| Minnesota .....                                   | 9                         | 258.21 | 3                           | 253.91 | 7                            | 1,034.05 |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  | 19    | 1,546.17 |       |
| WISCONSIN.                                        |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| La Crosse .....                                   | 17                        | 523.52 | 8                           | 616.72 | 14                           | 1,947.42 | 1                            | 212.18   | 1                            | 324.09 |                              |       |                                |          |                                  |       |                                  | 41    | 3,623.93 |       |
| ILLINOIS.                                         |                           |        |                             |        |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  |       |          |       |
| Galena .....                                      |                           |        | 1                           | 64.77  |                              |          |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  | 1     | 64.77    |       |
| Rock Island .....                                 | 14                        | 413.59 | 5                           | 412.89 | 23                           | 3,546.24 | 3                            | 657.85   |                              |        |                              |       |                                |          |                                  |       |                                  | 45    | 5,030.57 |       |
| Peoria .....                                      | 6                         | 135.74 | 1                           | 82.23  | 2                            | 239.91   |                              |          |                              |        |                              |       |                                |          |                                  |       |                                  | 9     | 457.88   |       |
| Cairo .....                                       | 3                         | 56.16  | 3                           | 198.19 | 4                            | 485.32   | 2                            | 424.48   | 2                            | 640.76 |                              |       | 3                              | 2,148.99 |                                  |       |                                  | 17    | 3,953.90 |       |
| Total .....                                       | 23                        | 605.49 | 10                          | 758.08 | 29                           | 4,271.47 | 5                            | 1,082.33 | 2                            | 640.76 |                              |       | 3                              | 2,148.99 |                                  |       |                                  | 72    | 9,507.12 |       |



| INDIANA.               |  | 19  | 603.20   | 17  | 1,301.70  | 9   | 1,278.36  | 2  | 437.04    | 1  | 327.79    | 2     | 1,158.39  | ..... | 50    | 5,106.48   |
|------------------------|--|-----|----------|-----|-----------|-----|-----------|----|-----------|----|-----------|-------|-----------|-------|-------|------------|
| Evansville.....        |  |     |          |     |           |     |           |    |           |    |           |       |           |       |       |            |
| OHIO.                  |  | 26  | 731.68   | 31  | 2,133.85  | 20  | 3,054.62  | 9  | 2,312.34  | 3  | 973.83    | 4     | 8,248.09  | 3     | 107   | 23,082.74  |
| Cincinnati.....        |  |     |          |     |           |     |           |    |           |    |           |       |           |       |       |            |
| WEST VIRGINIA.         |  | 32  | 877.47   | 39  | 2,818.79  | 31  | 4,375.09  | 7  | 1,797.16  | 1  | 351.38    | ..... | .....     | ..... | 110   | 10,219.89  |
| Wheeling.....          |  |     |          |     |           |     |           |    |           |    |           |       |           |       |       |            |
| PENNSYLVANIA.          |  | 16  | 529.88   | 26  | 2,192.02  | 50  | 7,166.54  | 17 | 4,275.89  | 16 | 5,454.60  | 4     | 1,821.70  | 19    | 148   | 33,566.18  |
| Pittsburg.....         |  |     |          |     |           |     |           |    |           |    |           |       |           |       |       |            |
| Total Western rivers.. |  | 290 | 8,376.07 | 269 | 19,899.94 | 248 | 36,198.12 | 84 | 20,639.08 | 60 | 20,773.43 | 28    | 44,614.64 | 15    | 1,061 | 184,442.51 |

## SUMMARY.

| SAILING VESSELS.              |  | 8,678 | 145,449.53 | 1,519 | 107,717.45 | 750 | 103,965.47 | 298 | 74,059.91  | 262 | 92,322.94  | 259 | 115,857.41 | 567 | 393,049.78 | 260 | 374,944.51 | 6     | 18,706.19  | 12,599 | 1,426,073.19 |
|-------------------------------|--|-------|------------|-------|------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|------------|-------|------------|--------|--------------|
| Atlantic and Gulf coasts..... |  |       |            |       |            |     |            |     |            |     |            |     |            |     |            |     |            |       |            |        |              |
| Pacific coast.....            |  | 485   | 11,006.63  | 91    | 6,763.82   | 81  | 11,931.63  | 58  | 14,751.83  | 54  | 18,840.58  | 26  | 11,893.93  | 72  | 49,969.56  | 77  | 113,602.81 | ..... | .....      | 944    | 238,760.79   |
| Northern lakes.....           |  | 294   | 6,816.93   | 122   | 8,844.31   | 132 | 19,954.88  | 169 | 42,839.22  | 140 | 47,192.27  | 59  | 26,265.03  | 149 | 102,739.76 | 35  | 45,989.70  | ..... | .....      | 1,100  | 300,642.10   |
| Total.....                    |  | 9,457 | 163,273.09 | 1,732 | 123,325.58 | 963 | 135,851.98 | 525 | 131,650.96 | 456 | 158,355.79 | 344 | 154,016.37 | 788 | 545,759.10 | 372 | 534,537.02 | 6     | 18,706.19  | 14,643 | 1,965,476.08 |
| STEAM VESSELS.                |  | 1,208 | 33,085.48  | 642   | 46,856.94  | 484 | 66,819.87  | 127 | 31,462.38  | 100 | 35,074.66  | 107 | 47,647.22  | 246 | 177,186.08 | 163 | 244,639.30 | 87    | 297,290.00 | 3,164  | 980,061.93   |
| Atlantic and Gulf coasts..... |  |       |            |       |            |     |            |     |            |     |            |     |            |     |            |     |            |       |            |        |              |
| Pacific coast.....            |  | 154   | 4,209.02   | 98    | 7,282.86   | 89  | 13,691.44  | 74  | 18,009.33  | 42  | 14,102.40  | 23  | 10,212.89  | 50  | 33,693.46  | 29  | 45,511.31  | 15    | 43,848.91  | 574    | 190,561.62   |
| Northern lakes.....           |  | 696   | 17,930.39  | 215   | 15,544.59  | 167 | 23,966.91  | 76  | 18,772.12  | 70  | 24,328.73  | 37  | 16,399.69  | 134 | 97,532.30  | 334 | 566,521.73 | 26    | 76,738.67  | 1,755  | 857,735.13   |
| Western rivers.....           |  | 290   | 8,376.07   | 269   | 19,899.94  | 248 | 36,198.12  | 84  | 20,639.08  | 60  | 20,773.43  | 28  | 12,632.33  | 67  | 44,614.64  | 15  | 21,308.90  | ..... | .....      | 1,061  | 184,442.51   |
| Total.....                    |  | 2,348 | 63,600.96  | 1,224 | 89,584.33  | 988 | 140,676.34 | 361 | 88,882.91  | 272 | 94,279.22  | 195 | 86,892.13  | 497 | 353,026.48 | 541 | 877,981.24 | 128   | 417,877.88 | 6,554  | 2,212,801.19 |



NO. 14.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, JUNE 30, 1895.

| States and customs districts in which documented. | Vessels over 20 tons. |           | Vessels under 20 tons. |          | Total. |           |
|---------------------------------------------------|-----------------------|-----------|------------------------|----------|--------|-----------|
|                                                   | No.                   | Tons.     | No.                    | Tons.    | No.    | Tons.     |
| <b>MAINE.</b>                                     |                       |           |                        |          |        |           |
| Machias.....                                      | 1                     | 22.62     | 20                     | 223.67   | 21     | 246.29    |
| Frenchmans Bay.....                               | 26                    | 1,083.35  | 47                     | 484.17   | 73     | 1,567.52  |
| Castine.....                                      | 16                    | 891.54    | 105                    | 861.70   | 121    | 1,753.24  |
| Bangor.....                                       |                       |           | 1                      | 15.52    | 1      | 15.52     |
| Belfast.....                                      | 3                     | 185.24    | 31                     | 266.48   | 34     | 451.72    |
| Waldoboro.....                                    | 18                    | 681.40    | 57                     | 640.35   | 75     | 1,321.75  |
| Wiscasset.....                                    | 14                    | 926.07    | 26                     | 264.11   | 40     | 1,190.18  |
| Bath.....                                         |                       |           | 4                      | 49.35    | 4      | 49.35     |
| Portland and Falmouth.....                        | 52                    | 3,458.79  | 35                     | 349.54   | 87     | 3,808.33  |
| Saco.....                                         |                       |           | 5                      | 52.58    | 5      | 52.58     |
| Kennebunk.....                                    | 3                     | 146.70    | 9                      | 86.68    | 12     | 233.38    |
| York.....                                         |                       |           | 2                      | 19.45    | 2      | 19.45     |
| Total.....                                        | 133                   | 7,395.71  | 342                    | 3,313.60 | 475    | 10,709.31 |
| <b>NEW HAMPSHIRE.</b>                             |                       |           |                        |          |        |           |
| Portsmouth.....                                   | 3                     | 103.93    | 3                      | 30.93    | 6      | 134.86    |
| <b>MASSACHUSETTS.</b>                             |                       |           |                        |          |        |           |
| Newburyport.....                                  |                       |           | 9                      | 81.95    | 9      | 81.95     |
| Gloucester.....                                   | 366                   | 31,143.05 | 60                     | 701.48   | 426    | 31,844.53 |
| Salem and Beverly.....                            | 14                    | 951.30    | 11                     | 113.81   | 25     | 1,065.11  |
| Marblehead.....                                   | 6                     | 236.84    | 12                     | 148.55   | 18     | 385.39    |
| Boston and Charlestown.....                       | 36                    | 2,773.78  | 16                     | 192.63   | 52     | 2,966.41  |
| Plymouth.....                                     |                       |           | 5                      | 66.39    | 5      | 66.39     |
| Barnstable.....                                   | 69                    | 6,973.58  | 103                    | 824.47   | 172    | 7,798.05  |
| Edgartown.....                                    | 1                     | 31.78     | 20                     | 171.88   | 21     | 203.66    |
| New Bedford.....                                  | 4                     | 175.05    | 25                     | 269.44   | 29     | 444.49    |
| Total.....                                        | 496                   | 42,285.38 | 261                    | 2,570.60 | 757    | 44,855.98 |
| <b>RHODE ISLAND.</b>                              |                       |           |                        |          |        |           |
| Providence.....                                   | 2                     | 87.96     | 13                     | 144.06   | 15     | 232.02    |
| Bristol and Warren.....                           |                       |           | 5                      | 75.58    | 5      | 75.58     |
| Newport.....                                      | 19                    | 1,811.85  | 31                     | 311.09   | 50     | 2,122.94  |
| Total.....                                        | 21                    | 1,899.81  | 49                     | 530.73   | 70     | 2,430.54  |
| <b>CONNECTICUT.</b>                               |                       |           |                        |          |        |           |
| Stonington.....                                   | 5                     | 267.34    | 40                     | 468.28   | 45     | 735.62    |
| New London.....                                   | 20                    | 1,301.50  | 35                     | 385.48   | 55     | 1,686.98  |
| Fairfield.....                                    |                       |           | 2                      | 17.20    | 2      | 17.20     |
| Total.....                                        | 25                    | 1,568.84  | 77                     | 870.96   | 102    | 2,439.80  |
| <b>NEW YORK.</b>                                  |                       |           |                        |          |        |           |
| New York.....                                     | 5                     | 153.53    |                        |          | 5      | 153.53    |
| Sag Harbor.....                                   | 55                    | 5,961.93  | 88                     | 778.76   | 143    | 6,740.69  |
| Total.....                                        | 60                    | 6,115.46  | 88                     | 778.76   | 148    | 6,894.22  |
| <b>NEW JERSEY.</b>                                |                       |           |                        |          |        |           |
| Perth Amboy.....                                  |                       |           | 2                      | 23.07    | 2      | 23.07     |
| <b>VIRGINIA.</b>                                  |                       |           |                        |          |        |           |
| Cherrystone.....                                  | 1                     | 87.31     |                        |          | 1      | 87.31     |
| <b>FLORIDA.</b>                                   |                       |           |                        |          |        |           |
| Pensacola.....                                    | 25                    | 924.30    | 4                      | 48.09    | 29     | 972.39    |
| <b>TEXAS.</b>                                     |                       |           |                        |          |        |           |
| Galveston.....                                    | 1                     | 45.67     |                        |          | 1      | 45.67     |
| <b>CALIFORNIA.</b>                                |                       |           |                        |          |        |           |
| San Diego.....                                    |                       |           | 3                      | 24.98    | 3      | 24.98     |
| Los Angeles.....                                  | 1                     | 22.10     |                        |          | 1      | 22.10     |
| San Francisco.....                                | 1                     | 388.91    |                        |          | 1      | 388.91    |
| Total.....                                        | 2                     | 411.01    | 3                      | 24.98    | 5      | 435.99    |
| <b>ALASKA.</b>                                    |                       |           |                        |          |        |           |
| Alaska.....                                       |                       |           | 2                      | 29.84    | 2      | 29.84     |
| Grand total.....                                  | 766                   | 60,837.42 | 831                    | 8,221.56 | 1,598  | 69,058.98 |



No. 14.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, JUNE 30, 1895—Continued.

## SUMMARY.

| States and customs districts in which documented. | Vessels over 20 tons. |           | Vessels under 20 tons. |          | Total. |           |
|---------------------------------------------------|-----------------------|-----------|------------------------|----------|--------|-----------|
|                                                   | No.                   | Tons.     | No.                    | Tons.    | No.    | Tons.     |
| Maine.....                                        | 133                   | 7,395.71  | 342                    | 3,313.60 | 475    | 10,709.31 |
| New Hampshire.....                                | 3                     | 103.93    | 3                      | 30.93    | 6      | 134.86    |
| Massachusetts.....                                | 496                   | 42,285.38 | 261                    | 2,570.60 | 757    | 44,855.98 |
| Rhode Island.....                                 | 21                    | 1,899.81  | 49                     | 530.73   | 70     | 2,430.54  |
| Connecticut.....                                  | 25                    | 1,568.84  | 77                     | 870.96   | 102    | 2,439.80  |
| New York.....                                     | 60                    | 6,115.46  | 88                     | 778.76   | 148    | 6,894.22  |
| New Jersey.....                                   |                       |           | 2                      | 23.07    | 2      | 23.07     |
| Virginia.....                                     | 1                     | 87.31     |                        |          | 1      | 87.31     |
| Florida.....                                      | 25                    | 924.30    | 4                      | 48.09    | 29     | 972.39    |
| Texas.....                                        | 1                     | 45.67     |                        |          | 1      | 45.67     |
| California.....                                   | 2                     | 411.01    | 3                      | 24.98    | 5      | 435.99    |
| Alaska.....                                       |                       |           | 2                      | 29.84    | 2      | 29.84     |
| Total.....                                        | 767                   | 60,837.42 | 831                    | 8,221.56 | 1,598  | 69,058.98 |

No. 15.—STATEMENT SHOWING THE NUMBER AND TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE WHALE FISHERIES, JUNE 30, 1895.

| Ports.                | No. | Tons.     |
|-----------------------|-----|-----------|
| Boston, Mass.....     | 1   | 108.64    |
| Barnstable, Mass..... | 8   | 817.34    |
| Edgartown, Mass.....  | 3   | 324.02    |
| New Bedford, Mass.:   |     |           |
| Sailing.....          | 36  | 7,232.82  |
| Steam.....            | 1   | 494.36    |
| New London, Conn..... | 1   | 178.82    |
| San Francisco, Cal.:  |     |           |
| Sailing.....          | 8   | 2,520.10  |
| Steam.....            | 9   | 4,163.26  |
| Total.....            | 67  | 15,839.36 |

No. 16.—STATEMENT SHOWING THE EMPLOYMENT OF THE REGISTERED, ENROLLED, AND LICENSED TONNAGE OF THE UNITED STATES, JUNE 30, 1895.

|                                                            | No.    | Tonnage.     | No.    | Tonnage.     | No.    | Tonnage.     |
|------------------------------------------------------------|--------|--------------|--------|--------------|--------|--------------|
| Aggregate tonnage of the United States, June 30, 1895..... |        |              |        |              | 23,240 | 4,635,960.01 |
| Registered tonnage:                                        |        |              |        |              |        |              |
| Permanently.....                                           | 886    | 563,622.11   |        |              |        |              |
| Temporarily.....                                           | 374    | 274,564.70   |        |              |        |              |
| In the foreign trade.....                                  | 1,193  | 822,347.45   |        |              |        |              |
| In the whale fisheries.....                                | 67     | 15,839.36    | 1,260  | 838,186.81   |        |              |
| Enrolled tonnage:                                          |        |              |        |              |        |              |
| Permanently.....                                           | 14,010 | 3,516,367.69 |        |              |        |              |
| Temporarily.....                                           | 398    | 188,736.59   |        |              |        |              |
| In the coasting trade.....                                 | 13,641 | 3,644,266.86 |        |              |        |              |
| In the cod and mackerel fisheries.....                     | 767    | 60,837.42    | 14,408 | 3,705,104.28 |        |              |
| Licensed tonnage (under 20 tons):                          |        |              |        |              |        |              |
| In the coasting trade.....                                 | 6,741  | 84,447.36    |        |              |        |              |
| In the cod and mackerel fisheries.....                     | 831    | 8,221.56     | 7,572  | 92,668.92    | 23,240 | 4,635,960.01 |
| Steam navigation:                                          |        |              |        |              |        |              |
| Registered tonnage.....                                    | 239    | 252,045.11   |        |              |        |              |
| Enrolled tonnage.....                                      | 5,202  | 1,936,204.45 |        |              |        |              |
| Licensed tonnage.....                                      | 1,113  | 24,551.63    | 6,554  | 2,212,801.19 |        |              |
| Other than steam navigation:                               |        |              |        |              |        |              |
| Registered tonnage.....                                    | 1,021  | 586,141.70   |        |              |        |              |
| Enrolled tonnage.....                                      | 9,206  | 1,768,899.83 |        |              |        |              |
| Licensed tonnage.....                                      | 6,459  | 68,117.29    | 16,686 | 2,423,158.82 | 23,240 | 4,635,960.01 |



## No. 17.—STATEMENT SHOWING THE DISTRIBUTION OF THE TONNAGE OF THE COASTING TRADE, AND THE FISH

| YEAR ENDING—    | FOREIGN TRADE.       |             | COASTING TRADE.    |             |                                 |         |        |             | WHALE FISH-ERIES.   |          |
|-----------------|----------------------|-------------|--------------------|-------------|---------------------------------|---------|--------|-------------|---------------------|----------|
|                 | Registered ves-sels. |             | Enrolled ves-sels. |             | Licensed vessels under 20 tons. |         | Total. |             | Registered vessels. |          |
|                 | No.                  | Tons.       | No.                | Tons.       | No.                             | Tons.   | No.    | Tons.       | No.                 | Tons.    |
| December 31—    |                      |             |                    |             |                                 |         |        |             |                     |          |
| 1789            |                      | 123, 893    |                    | 68, 607     |                                 |         |        | 68, 607     |                     |          |
| 1790            |                      | 346, 254    |                    | 103, 775    |                                 |         |        | 103, 775    |                     |          |
| 1791            |                      | 363, 110    |                    | 106, 494    |                                 |         |        | 106, 494    |                     |          |
| 1792            |                      | 411, 438    |                    | 129, 957    |                                 |         |        | 120, 957    |                     |          |
| 1793            |                      | 367, 734    |                    | 114, 853    |                                 | 7, 218  |        | 122, 071    |                     |          |
| 1794            |                      | 438, 863    |                    | 145, 601    |                                 | 16, 977 |        | 162, 578    |                     |          |
| 1795            |                      | 529, 471    |                    | 164, 796    |                                 | 19, 602 |        | 184, 398    |                     |          |
| 1796            |                      | 576, 733    |                    | 195, 424    |                                 | 22, 417 |        | 217, 841    |                     |          |
| 1797            |                      | 597, 777    |                    | 214, 077    |                                 | 23, 326 |        | 237, 403    |                     |          |
| 1798            |                      | 603, 376    |                    | 227, 344    |                                 | 24, 099 |        | 251, 443    |                     |          |
| 1799            |                      | 657, 142    |                    | 220, 904    |                                 | 25, 736 |        | 246, 640    |                     | 5, 055   |
| 1800            |                      | 667, 107    |                    | 245, 295    |                                 | 27, 197 |        | 272, 492    |                     | 2, 814   |
| 1801            |                      | 630, 558    |                    | 246, 255    |                                 | 28, 296 |        | 274, 551    |                     | 2, 349   |
| 1802            |                      | 557, 760    |                    | 260, 543    |                                 | 29, 080 |        | 289, 623    |                     | 2, 621   |
| 1803            |                      | 585, 910    |                    | 268, 676    |                                 | 30, 384 |        | 299, 060    |                     | 11, 247  |
| 1804            |                      | 660, 514    |                    | 286, 840    |                                 | 30, 697 |        | 317, 537    |                     | 12, 016  |
| 1805            |                      | 744, 224    |                    | 301, 366    |                                 | 31, 297 |        | 332, 663    |                     | 5, 117   |
| 1806            |                      | 798, 507    |                    | 309, 977    |                                 | 30, 563 |        | 340, 540    |                     | 9, 778   |
| 1807            |                      | 840, 163    |                    | 318, 190    |                                 | 30, 838 |        | 349, 028    |                     | 8, 144   |
| 1808            |                      | 765, 252    |                    | 387, 684    |                                 | 33, 135 |        | 420, 819    |                     | 3, 802   |
| 1809            |                      | 906, 855    |                    | 371, 501    |                                 | 33, 662 |        | 405, 163    |                     | 8, 204   |
| 1810            |                      | 981, 019    |                    | 371, 114    |                                 | 34, 233 |        | 405, 347    |                     | 3, 250   |
| 1811            |                      | 763, 607    |                    | 386, 259    |                                 | 34, 103 |        | 420, 362    |                     | 5, 245   |
| 1812            |                      | 758, 636    |                    | 443, 181    |                                 | 34, 791 |        | 477, 972    |                     | 1, 988   |
| 1813            |                      | 672, 700    |                    | 433, 405    |                                 | 37, 704 |        | 471, 109    |                     | 2, 153   |
| 1814            |                      | 674, 633    |                    | 425, 714    |                                 | 40, 445 |        | 466, 159    |                     |          |
| 1815            |                      | 854, 295    |                    | 435, 067    |                                 | 40, 599 |        | 475, 666    |                     |          |
| 1816            |                      | 800, 760    |                    | 479, 979    |                                 | 42, 186 |        | 522, 165    |                     |          |
| 1817            |                      | 804, 851    |                    | 481, 458    |                                 | 43, 572 |        | 525, 030    |                     | 4, 874   |
| 1818            |                      | 589, 954    |                    | 503, 140    |                                 | 46, 234 |        | 549, 374    |                     | 16, 135  |
| 1819            |                      | 581, 230    |                    | 523, 556    |                                 | 47, 502 |        | 571, 058    |                     | 31, 700  |
| 1820            |                      | 583, 657    |                    | 539, 080    |                                 | 48, 945 |        | 588, 025    |                     | 35, 391  |
| 1821            |                      | 593, 825    |                    | 559, 436    |                                 | 55, 409 |        | 614, 845    |                     | 26, 071  |
| 1822            |                      | 582, 701    |                    | 573, 080    |                                 | 51, 109 |        | 624, 189    |                     | 45, 449  |
| 1823            |                      | 600, 003    |                    | 566, 409    |                                 | 51, 396 |        | 617, 805    |                     | 39, 918  |
| 1824            |                      | 636, 807    |                    | 589, 223    |                                 | 52, 340 |        | 641, 563    |                     | 33, 166  |
| 1825            |                      | 665, 409    |                    | 587, 273    |                                 | 53, 588 |        | 640, 861    |                     | 35, 379  |
| 1826            |                      | 696, 221    |                    | 666, 420    |                                 | 55, 910 |        | 722, 330    |                     | 41, 757  |
| 1827            |                      | 701, 517    |                    | 732, 938    |                                 | 56, 221 |        | 789, 159    |                     | 45, 653  |
| 1828            |                      | 757, 998    |                    | 787, 226    |                                 | 55, 680 |        | 842, 906    |                     | 54, 621  |
| 1829            |                      | 592, 859    |                    | 490, 468    |                                 | 18, 390 |        | 508, 858    |                     | 57, 284  |
| 1830            |                      | 537, 563    |                    | 496, 640    |                                 | 20, 339 |        | 516, 979    |                     | 38, 912  |
| 1831            |                      | 538, 136    |                    | 516, 086    |                                 | 23, 638 |        | 539, 724    |                     | 82, 316  |
| 1832            |                      | 614, 121    |                    | 624, 159    |                                 | 25, 468 |        | 649, 627    |                     | 72, 869  |
| 1833            |                      | 648, 869    |                    | 717, 423    |                                 | 26, 776 |        | 744, 199    |                     | 101, 158 |
| 1834            |                      | 749, 378    |                    | 755, 463    |                                 | 28, 156 |        | 783, 619    |                     | 108, 060 |
| September 30—   |                      |             |                    |             |                                 |         |        |             |                     |          |
| 1835 (9 months) |                      | 788, 173    |                    | 769, 795    |                                 | 27, 543 |        | 797, 338    |                     | 97, 649  |
| 1836            |                      | 758, 094    |                    | 846, 116    |                                 | 26, 907 |        | 873, 023    |                     | 144, 681 |
| 1837            |                      | 683, 205    |                    | 927, 250    |                                 | 29, 731 |        | 956, 981    |                     | 127, 242 |
| 1838            |                      | 702, 962    |                    | 1, 008, 146 |                                 | 32, 959 |        | 1, 041, 105 |                     | 119, 630 |
| 1839            |                      | 702, 400    |                    | 1, 120, 311 |                                 | 33, 241 |        | 1, 153, 552 |                     | 131, 845 |
| 1840            |                      | 762, 838    |                    | 1, 144, 664 |                                 | 32, 030 |        | 1, 176, 694 |                     | 136, 927 |
| 1841            |                      | 788, 398    |                    | 1, 076, 036 |                                 | 31, 032 |        | 1, 107, 068 |                     | 157, 405 |
| 1842            |                      | 823, 746    |                    | 1, 018, 253 |                                 | 27, 500 |        | 1, 045, 753 |                     | 151, 613 |
| June 30—        |                      |             |                    |             |                                 |         |        |             |                     |          |
| 1843 (9 months) |                      | 856, 930    |                    | 1, 048, 209 |                                 | 27, 947 |        | 1, 076, 156 |                     | 152, 375 |
| 1844            |                      | 900, 471    |                    | 1, 078, 868 |                                 | 30, 747 |        | 1, 109, 615 |                     | 168, 294 |
| 1845            |                      | 904, 476    |                    | 1, 190, 898 |                                 | 32, 320 |        | 1, 223, 218 |                     | 190, 696 |
| 1846            |                      | 943, 307    |                    | 1, 289, 871 |                                 | 25, 706 |        | 1, 315, 577 |                     | 186, 980 |
| 1847            |                      | 1, 047, 454 |                    | 1, 452, 623 |                                 | 35, 978 |        | 1, 488, 601 |                     | 193, 859 |
| 1848            |                      | 1, 168, 707 |                    | 1, 620, 988 |                                 | 38, 329 |        | 1, 659, 317 |                     | 192, 180 |
| 1849            |                      | 1, 258, 756 |                    | 1, 731, 411 |                                 | 38, 965 |        | 1, 770, 376 |                     | 180, 186 |
| 1850            |                      | 1, 439, 694 |                    | 1, 755, 797 |                                 | 42, 028 |        | 1, 797, 825 |                     | 146, 017 |
| 1851            |                      | 1, 544, 663 |                    | 1, 854, 318 |                                 | 45, 658 |        | 1, 899, 976 |                     | 181, 644 |
| 1852            |                      | 1, 705, 650 |                    | 2, 008, 022 |                                 | 47, 851 |        | 2, 055, 873 |                     | 193, 798 |
| 1853            |                      | 1, 910, 471 |                    | 2, 082, 782 |                                 | 51, 476 |        | 2, 134, 258 |                     | 193, 203 |
| 1854            |                      | 2, 151, 918 |                    | 2, 273, 900 |                                 | 48, 214 |        | 2, 322, 114 |                     | 181, 901 |
| 1855            |                      | 2, 348, 358 |                    | 2, 491, 108 |                                 | 52, 147 |        | 2, 543, 255 |                     | 186, 778 |
| 1856            |                      | 2, 302, 190 |                    | 2, 211, 935 |                                 | 35, 728 |        | 2, 247, 663 |                     | 189, 213 |
| 1857            |                      | 2, 268, 196 |                    | 2, 300, 399 |                                 | 36, 210 |        | 2, 336, 609 |                     | 195, 772 |
| 1858            |                      | 2, 301, 148 |                    | 2, 361, 596 |                                 | 39, 624 |        | 2, 401, 220 |                     | 198, 594 |
| 1859            |                      | 2, 321, 674 |                    | 2, 439, 320 |                                 | 41, 609 |        | 2, 480, 929 |                     | 185, 728 |
| 1860            |                      | 2, 379, 396 |                    | 2, 599, 319 |                                 | 45, 548 |        | 2, 644, 867 |                     | 166, 841 |
| 1861            |                      | 2, 496, 894 |                    | 2, 657, 293 |                                 | 47, 251 |        | 2, 704, 544 |                     | 145, 734 |



UNITED STATES MERCHANT MARINE EMPLOYED IN THE FOREIGN TRADE, THE  
SERIES, FROM 1789 TO 1895.

| WHALE FISHERIES.  |        |         | COD AND MACKEREL FISHERIES. |                                 |     |        |     |         | TOTAL MERCHANT MARINE. |           |
|-------------------|--------|---------|-----------------------------|---------------------------------|-----|--------|-----|---------|------------------------|-----------|
| Enrolled vessels. | Total. |         | Enrolled ves- sels.         | Licensed vessels under 20 tons. |     | Total. |     |         |                        |           |
| Tons.             | No.    | Tons.   | No.                         | Tons.                           | No. | Tons.  | No. | Tons.   | No.                    | Tons.     |
|                   |        |         |                             | 9,062                           |     |        |     | 9,062   |                        | 201,562   |
|                   |        |         |                             | 28,348                          |     |        |     | 28,348  |                        | 478,377   |
|                   |        |         |                             | 32,542                          |     |        |     | 32,542  |                        | 502,146   |
|                   |        |         |                             | 32,062                          |     |        |     | 32,062  |                        | 564,457   |
|                   |        |         |                             | 28,974                          |     | 1,985  |     | 30,959  |                        | 520,764   |
| 4,129             |        | 4,129   |                             | 17,498                          |     | 5,550  |     | 23,048  |                        | 628,618   |
| 3,163             |        | 3,163   |                             | 24,887                          |     | 6,046  |     | 30,933  |                        | 747,965   |
| 2,364             |        | 2,364   |                             | 28,509                          |     | 6,453  |     | 34,962  |                        | 831,900   |
| 1,104             |        | 1,104   |                             | 33,406                          |     | 7,222  |     | 40,628  |                        | 876,912   |
| 763               |        | 763     |                             | 35,477                          |     | 7,269  |     | 42,746  |                        | 898,328   |
| 592               |        | 5,647   |                             | 23,933                          |     | 6,046  |     | 29,979  |                        | 939,408   |
| 652               |        | 3,466   |                             | 22,307                          |     | 7,120  |     | 29,427  |                        | 972,492   |
| 736               |        | 3,085   |                             | 31,280                          |     | 8,102  |     | 39,382  |                        | 947,576   |
| 580               |        | 3,201   |                             | 32,988                          |     | 8,534  |     | 41,522  |                        | 892,106   |
| 1,143             |        | 12,390  |                             | 43,416                          |     | 8,396  |     | 51,812  |                        | 949,172   |
| 323               |        | 12,339  |                             | 43,088                          |     | 8,926  |     | 52,014  |                        | 1,042,404 |
| 898               |        | 6,015   |                             | 48,479                          |     | 8,986  |     | 57,465  |                        | 1,140,367 |
| 729               |        | 10,507  |                             | 50,353                          |     | 8,830  |     | 59,183  |                        | 1,208,737 |
| 907               |        | 9,051   |                             | 60,690                          |     | 9,616  |     | 70,306  |                        | 1,268,548 |
| 724               |        | 4,526   |                             | 43,598                          |     | 8,400  |     | 51,998  |                        | 1,242,595 |
| 573               |        | 3,777   |                             | 26,110                          |     | 8,377  |     | 34,487  |                        | 1,350,282 |
| 339               |        | 3,589   |                             | 26,251                          |     | 8,577  |     | 34,828  |                        | 1,424,783 |
| 54                |        | 5,299   |                             | 34,361                          |     | 8,873  |     | 43,234  |                        | 1,232,502 |
| 942               |        | 2,930   |                             | 21,822                          |     | 8,637  |     | 30,459  |                        | 1,269,997 |
| 789               |        | 2,942   |                             | 11,255                          |     | 8,622  |     | 19,877  |                        | 1,166,628 |
| 562               |        | 562     |                             | 8,863                           |     | 8,992  |     | 17,855  |                        | 1,159,209 |
| 1,230             |        | 1,230   |                             | 26,510                          |     | 10,427 |     | 36,937  |                        | 1,368,128 |
| 1,168             |        | 1,168   |                             | 37,879                          |     | 10,247 |     | 48,126  |                        | 1,372,219 |
| 350               |        | 5,224   |                             | 53,990                          |     | 10,817 |     | 64,807  |                        | 1,399,912 |
| 615               |        | 16,750  |                             | 58,552                          |     | 10,555 |     | 69,107  |                        | 1,225,185 |
| 686               |        | 32,386  |                             | 65,045                          |     | 11,033 |     | 76,078  |                        | 1,260,752 |
| 1,054             |        | 36,445  |                             | 60,843                          |     | 11,197 |     | 72,040  |                        | 1,280,167 |
| 1,924             |        | 27,995  |                             | 51,352                          |     | 10,941 |     | 62,293  |                        | 1,298,958 |
| 3,134             |        | 48,583  |                             | 58,405                          |     | 10,821 |     | 69,226  |                        | 1,324,699 |
| 585               |        | 40,503  |                             | 67,041                          |     | 11,214 |     | 78,255  |                        | 1,336,566 |
| 180               |        | 33,346  |                             | 68,239                          |     | 9,208  |     | 77,447  |                        | 1,389,163 |
|                   |        | 35,379  |                             | 70,626                          |     | 10,836 |     | 81,462  |                        | 1,423,111 |
| 227               |        | 41,984  |                             | 63,535                          |     | 10,121 |     | 73,656  |                        | 1,534,191 |
| 339               |        | 45,992  |                             | 73,709                          |     | 10,230 |     | 83,939  |                        | 1,620,607 |
| 180               |        | 54,801  |                             | 74,765                          |     | 10,922 |     | 85,687  |                        | 1,741,392 |
|                   |        | 57,284  |                             | 97,889                          |     | 3,908  |     | 101,797 |                        | 1,260,798 |
| 793               |        | 39,705  |                             | 94,014                          |     | 3,515  |     | 97,529  |                        | 1,191,776 |
| 481               |        | 82,797  |                             | 103,450                         |     | 3,739  |     | 107,189 |                        | 1,267,846 |
| 377               |        | 73,246  |                             | 99,153                          |     | 3,303  |     | 102,446 |                        | 1,439,450 |
| 478               |        | 101,636 |                             | 107,295                         |     | 4,152  |     | 111,447 |                        | 1,606,151 |
| 364               |        | 108,424 |                             | 113,555                         |     | 3,931  |     | 117,486 |                        | 1,758,907 |
|                   |        | 97,649  |                             | 136,817                         |     | 4,964  |     | 141,781 |                        | 1,824,941 |
| 1,573             |        | 146,254 |                             | 104,838                         |     | 4,893  |     | 109,731 |                        | 1,882,102 |
| 1,895             |        | 129,137 |                             | 121,866                         |     | 5,497  |     | 127,363 |                        | 1,896,686 |
| 5,230             |        | 124,860 |                             | 120,623                         |     | 6,090  |     | 126,713 |                        | 1,995,640 |
| 440               |        | 132,285 |                             | 101,151                         |     | 7,091  |     | 108,242 |                        | 2,096,479 |
|                   |        | 136,927 |                             | 96,196                          |     | 8,109  |     | 104,305 |                        | 2,180,764 |
|                   |        | 157,405 |                             | 71,877                          |     | 5,996  |     | 77,873  |                        | 2,130,744 |
| 377               |        | 151,990 |                             | 66,039                          |     | 4,863  |     | 70,902  |                        | 2,092,391 |
|                   |        |         |                             |                                 |     |        |     |         |                        |           |
| 142               |        | 152,517 |                             | 66,677                          |     | 6,323  |     | 73,000  |                        | 2,158,603 |
| 320               |        | 168,614 |                             | 94,350                          |     | 7,046  |     | 101,396 |                        | 2,280,096 |
| 207               |        | 190,903 |                             | 91,240                          |     | 7,165  |     | 98,405  |                        | 2,417,002 |
| 440               |        | 187,420 |                             | 108,979                         |     | 6,802  |     | 115,781 |                        | 2,562,085 |
|                   |        | 193,859 |                             | 101,629                         |     | 7,503  |     | 109,132 |                        | 2,839,046 |
| 433               |        | 192,613 |                             | 126,210                         |     | 7,195  |     | 133,405 |                        | 3,154,042 |
|                   |        | 180,186 |                             | 116,824                         |     | 7,874  |     | 124,608 |                        | 3,334,016 |
|                   |        | 146,017 |                             | 143,758                         |     | 8,160  |     | 151,918 |                        | 3,535,454 |
|                   |        | 181,644 |                             | 138,015                         |     | 8,141  |     | 146,156 |                        | 3,772,439 |
|                   |        | 193,798 |                             | 175,205                         |     | 7,914  |     | 183,119 |                        | 4,138,440 |
|                   |        | 193,203 |                             | 159,840                         |     | 9,238  |     | 169,078 |                        | 4,407,010 |
|                   |        | 181,901 |                             | 137,235                         |     | 9,734  |     | 146,969 |                        | 4,862,902 |
| 70                |        | 186,848 |                             | 124,553                         |     | 8,987  |     | 133,540 |                        | 5,212,001 |
| 248               |        | 189,461 |                             | 125,703                         |     | 6,636  |     | 132,339 |                        | 4,871,653 |
| 70                |        | 195,842 |                             | 132,901                         |     | 7,295  |     | 140,196 |                        | 4,940,843 |
|                   |        | 198,594 |                             | 140,490                         |     | 8,356  |     | 148,846 |                        | 5,049,808 |
|                   |        | 185,728 |                             | 147,647                         |     | 9,060  |     | 156,707 |                        | 5,145,038 |
|                   |        | 166,841 |                             | 153,619                         |     | 9,145  |     | 162,764 |                        | 5,353,868 |
|                   |        | 145,734 |                             | 182,106                         |     | 10,535 |     | 192,641 |                        | 5,539,813 |



## No. 17.—STATEMENT SHOWING THE DISTRIBUTION OF THE TONNAGE OF THE COASTING TRADE, AND THE FISHERIES

| YEAR ENDING— | FOREIGN TRADE.           |             | COASTING TRADE.        |             |                                       |         |         |             | WHALE FISH-<br>ERIES.  |          |
|--------------|--------------------------|-------------|------------------------|-------------|---------------------------------------|---------|---------|-------------|------------------------|----------|
|              | Registered ves-<br>sels. |             | Enrolled ves-<br>sels. |             | Licensed<br>vessels under<br>20 tons. |         | Total.  |             | Registered<br>vessels. |          |
| June 30—     | No.                      | Tons.       | No.                    | Tons.       | No.                                   | Tons.   | No.     | Tons.       | No.                    | Tons.    |
| 1862 .....   | .....                    | 2, 173, 537 | .....                  | 2, 578, 546 | .....                                 | 38, 170 | .....   | 2, 616, 716 | .....                  | 117, 714 |
| 1863 .....   | .....                    | 1, 926, 886 | .....                  | 2, 918, 614 | .....                                 | 42, 019 | .....   | 2, 960, 633 | .....                  | 99, 228  |
| 1864 .....   | .....                    | 1, 486, 749 | .....                  | 3, 204, 227 | .....                                 | 41, 038 | .....   | 3, 245, 265 | .....                  | 95, 145  |
| 1865 .....   | .....                    | 1, 518, 350 | .....                  | 3, 353, 657 | .....                                 | 27, 865 | .....   | 3, 381, 522 | .....                  | 84, 233  |
| 1866 .....   | .....                    | 1, 387, 756 | .....                  | 2, 689, 152 | .....                                 | 30, 469 | .....   | 2, 719, 621 | .....                  | 105, 170 |
| 1867 .....   | .....                    | 1, 515, 648 | .....                  | 2, 627, 151 | .....                                 | 33, 239 | .....   | 2, 660, 390 | .....                  | 52, 384  |
| 1868 .....   | 3, 067                   | 1, 487, 246 | 18, 971                | 2, 658, 404 | 3, 560                                | 43, 736 | 22, 531 | 2, 702, 140 | 349                    | 78, 486  |
| 1869 .....   | 2, 970                   | 1, 496, 220 | 18, 639                | 2, 470, 928 | 3, 853                                | 44, 587 | 22, 492 | 2, 515, 515 | 311                    | 70, 202  |
| 1870 .....   | 2, 643                   | 1, 448, 846 | 19, 964                | 2, 595, 328 | 3, 800                                | 42, 919 | 23, 764 | 2, 638, 247 | 299                    | 67, 954  |
| 1871 .....   | 2, 472                   | 1, 363, 652 | 20, 817                | 2, 722, 372 | 3, 687                                | 42, 228 | 24, 504 | 2, 764, 600 | 249                    | 61, 490  |
| 1872 .....   | 2, 482                   | 1, 359, 040 | 21, 991                | 2, 883, 906 | 4, 039                                | 45, 646 | 26, 030 | 2, 929, 552 | 217                    | 51, 608  |
| 1873 .....   | 2, 572                   | 1, 378, 533 | 23, 326                | 3, 116, 373 | 4, 134                                | 46, 847 | 27, 460 | 3, 163, 220 | 187                    | 44, 755  |
| 1874 .....   | 2, 566                   | 1, 389, 815 | 23, 258                | 3, 243, 656 | 4, 401                                | 49, 783 | 27, 659 | 3, 293, 439 | 162                    | 39, 108  |
| 1875 .....   | 2, 816                   | 1, 515, 598 | 22, 654                | 3, 169, 687 | 4, 462                                | 50, 011 | 27, 116 | 3, 219, 698 | 165                    | 38, 229  |
| 1876 .....   | 2, 838                   | 1, 553, 705 | 16, 025                | 2, 547, 490 | 4, 589                                | 51, 345 | 20, 614 | 2, 598, 835 | 171                    | 39, 116  |
| 1877 .....   | 2, 809                   | 1, 570, 600 | 15, 428                | 2, 488, 189 | 4, 682                                | 52, 133 | 20, 110 | 2, 540, 322 | 179                    | 40, 593  |
| 1878 .....   | 2, 855                   | 1, 589, 348 | 15, 082                | 2, 444, 801 | 4, 710                                | 52, 369 | 19, 792 | 2, 497, 170 | 182                    | 39, 700  |
| 1879 .....   | 2, 532                   | 1, 451, 506 | 15, 286                | 2, 545, 059 | 4, 763                                | 53, 123 | 20, 049 | 2, 598, 182 | 185                    | 40, 028  |
| 1880 .....   | 2, 204                   | 1, 314, 402 | 15, 263                | 2, 584, 418 | 4, 748                                | 53, 268 | 20, 011 | 2, 637, 686 | 174                    | 38, 408  |
| 1881 .....   | 2, 153                   | 1, 297, 035 | 14, 602                | 2, 590, 836 | 5, 017                                | 55, 175 | 19, 619 | 2, 646, 011 | 173                    | 38, 551  |
| 1882 .....   | 2, 039                   | 1, 259, 492 | 15, 007                | 2, 740, 206 | 5, 086                                | 55, 570 | 20, 093 | 2, 795, 776 | 146                    | 32, 802  |
| 1883 .....   | 2, 033                   | 1, 269, 681 | 14, 546                | 2, 774, 248 | 5, 248                                | 61, 106 | 19, 794 | 2, 838, 354 | 141                    | 32, 414  |
| 1884 .....   | 2, 006                   | 1, 276, 972 | 14, 372                | 2, 813, 919 | 5, 482                                | 70, 149 | 18, 854 | 2, 884, 068 | 121                    | 27, 249  |
| 1885 .....   | 2, 006                   | 1, 262, 814 | 14, 306                | 2, 822, 598 | 5, 735                                | 72, 773 | 20, 041 | 2, 895, 371 | 113                    | 25, 184  |
| 1886 .....   | 1, 665                   | 1, 088, 041 | 14, 187                | 2, 865, 317 | 5, 839                                | 73, 935 | 20, 026 | 2, 939, 252 | 104                    | 23, 138  |
| 1887 .....   | 1, 512                   | 989, 412    | 13, 871                | 2, 935, 527 | 5, 978                                | 75, 208 | 19, 849 | 3, 010, 735 | 109                    | 26, 151  |
| 1888 .....   | 1, 433                   | 919, 302    | 14, 128                | 3, 096, 212 | 6, 034                                | 75, 908 | 20, 162 | 3, 172, 120 | 97                     | 24, 482  |
| 1889 .....   | 1, 593                   | 999, 619    | 14, 221                | 3, 133, 812 | 6, 180                                | 77, 604 | 20, 401 | 3, 211, 416 | 88                     | 21, 976  |
| 1890 .....   | 1, 451                   | 928, 062    | 14, 223                | 3, 330, 377 | 6, 258                                | 79, 058 | 20, 481 | 3, 409, 435 | 76                     | 18, 633  |
| 1891 .....   | 1, 516                   | 988, 719    | 14, 426                | 3, 529, 315 | 6, 403                                | 80, 561 | 20, 829 | 3, 609, 876 | 71                     | 17, 231  |
| 1892 .....   | 1, 459                   | 977, 624    | 14, 646                | 3, 617, 700 | 6, 657                                | 83, 073 | 21, 303 | 3, 700, 773 | 73                     | 17, 052  |
| 1893 .....   | 1, 272                   | 883, 199    | 14, 814                | 3, 770, 096 | 6, 788                                | 84, 597 | 21, 602 | 3, 854, 693 | 71                     | 16, 604  |
| 1894 .....   | 1, 279                   | 899, 698    | 13, 834                | 3, 611, 723 | 6, 787                                | 84, 553 | 20, 630 | 3, 696, 276 | 71                     | 16, 482  |
| 1895 .....   | 1, 193                   | 822, 347    | 13, 641                | 3, 644, 267 | 6, 741                                | 84, 447 | 20, 382 | 3, 728, 714 | 67                     | 15, 839  |



UNITED STATES MERCHANT MARINE EMPLOYED IN THE FOREIGN TRADE, THE  
FROM 1789 TO 1895—Continued.

| WHALE FISHERIES.  |            |              | COD AND MACKEREL FISHERIES. |              |                                 |              |            |              | TOTAL MERCHANT MARINE. |              |
|-------------------|------------|--------------|-----------------------------|--------------|---------------------------------|--------------|------------|--------------|------------------------|--------------|
| Enrolled vessels. | Total.     |              | Enrolled ves- sels.         |              | Licensed vessels under 20 tons. |              | Total.     |              |                        |              |
| <i>Tons.</i>      | <i>No.</i> | <i>Tons.</i> | <i>No.</i>                  | <i>Tons.</i> | <i>No.</i>                      | <i>Tons.</i> | <i>No.</i> | <i>Tons.</i> | <i>No.</i>             | <i>Tons.</i> |
| -----             |            | 117,714      | -----                       | 193,459      | -----                           | 10,738       | -----      | 204,197      | -----                  | 5,112,164    |
| -----             |            | 99,228       | -----                       | 157,579      | -----                           | 10,730       | -----      | 168,309      | -----                  | 5,155,056    |
| -----             |            | 95,145       | -----                       | 148,244      | -----                           | 10,997       | -----      | 159,241      | -----                  | 4,986,400    |
| -----             |            | 84,233       | -----                       | 100,436      | -----                           | 12,241       | -----      | 112,677      | -----                  | 5,096,782    |
| -----             |            | 105,170      | -----                       | 89,386       | -----                           | 8,845        | -----      | 98,231       | -----                  | 4,310,778    |
| -----             |            | 52,384       | -----                       | 68,207       | -----                           | 7,858        | -----      | 76,065       | -----                  | 4,804,487    |
| -----             | 349        | 78,486       | 1,467                       | 74,763       | 753                             | 9,124        | 2,220      | 83,887       | 28,167                 | 4,351,759    |
| -----             | 311        | 70,202       | 1,093                       | 55,165       | 621                             | 7,539        | 1,714      | 62,704       | 27,487                 | 4,144,641    |
| -----             | 299        | 67,954       | 1,561                       | 82,612       | 731                             | 8,848        | 2,292      | 91,460       | 28,998                 | 4,246,507    |
| -----             | 249        | 61,490       | 1,563                       | 82,902       | 863                             | 9,963        | 2,426      | 92,865       | 29,651                 | 4,282,607    |
| -----             | 217        | 51,608       | 1,486                       | 87,403       | 899                             | 10,144       | 2,385      | 97,547       | 31,114                 | 4,437,717    |
| -----             | 187        | 44,755       | 1,558                       | 99,542       | 895                             | 9,977        | 2,453      | 109,519      | 32,672                 | 4,696,027    |
| -----             | 162        | 39,108       | 1,230                       | 68,490       | 860                             | 9,800        | 2,099      | 78,290       | 32,486                 | 4,800,652    |
| -----             | 165        | 38,229       | 1,259                       | 68,703       | 929                             | 11,504       | 2,188      | 80,207       | 32,285                 | 4,853,732    |
| -----             | 171        | 39,116       | 1,383                       | 77,314       | 928                             | 10,488       | 2,311      | 87,802       | 25,934                 | 4,279,458    |
| -----             | 179        | 40,593       | 1,265                       | 79,678       | 1,023                           | 11,407       | 2,288      | 91,085       | 25,386                 | 4,242,600    |
| -----             | 182        | 39,700       | 1,333                       | 74,560       | 1,102                           | 11,987       | 2,535      | 86,547       | 25,264                 | 4,212,765    |
| -----             | 185        | 40,028       | 1,208                       | 66,543       | 1,237                           | 13,342       | 2,445      | 79,885       | 25,211                 | 4,169,601    |
| -----             | 174        | 38,408       | 1,147                       | 64,935       | 1,176                           | 12,603       | 2,323      | 77,538       | 24,712                 | 4,068,034    |
| -----             | 173        | 38,551       | 1,215                       | 66,365       | 905                             | 9,772        | 2,120      | 76,137       | 24,065                 | 4,057,734    |
| -----             | 146        | 32,802       | 1,119                       | 67,015       | 971                             | 10,848       | 2,090      | 77,863       | 24,368                 | 4,165,933    |
| -----             | 141        | 32,414       | 1,245                       | 84,322       | 1,004                           | 10,716       | 2,249      | 95,038       | 24,217                 | 4,235,487    |
| -----             | 121        | 27,249       | 1,140                       | 72,609       | 961                             | 10,331       | 2,101      | 82,940       | 24,082                 | 4,271,229    |
| -----             | 113        | 25,184       | 1,089                       | 73,975       | 714                             | 8,590        | 1,803      | 82,565       | 23,933                 | 4,265,934    |
| -----             | 104        | 23,138       | 1,096                       | 73,445       | 643                             | 7,260        | 1,739      | 80,705       | 23,534                 | 4,131,136    |
| -----             | 109        | 26,151       | 1,033                       | 73,237       | 560                             | 6,310        | 1,593      | 79,547       | 23,063                 | 4,105,845    |
| -----             | 97         | 24,482       | 968                         | 69,146       | 621                             | 6,866        | 1,589      | 76,012       | 23,281                 | 4,191,916    |
| -----             | 88         | 21,976       | 932                         | 67,669       | 609                             | 6,795        | 1,541      | 74,464       | 23,623                 | 4,307,475    |
| -----             | 76         | 18,633       | 840                         | 61,507       | 619                             | 6,860        | 1,459      | 68,367       | 23,467                 | 4,424,497    |
| -----             | 71         | 17,231       | 836                         | 61,912       | 647                             | 7,021        | 1,483      | 68,933       | 23,899                 | 4,684,759    |
| -----             | 73         | 17,052       | 815                         | 61,819       | 733                             | 7,653        | 1,548      | 69,472       | 24,383                 | 4,764,921    |
| -----             | 71         | 16,604       | 806                         | 62,737       | 761                             | 7,838        | 1,567      | 70,575       | 24,512                 | 4,825,071    |
| -----             | 71         | 16,482       | 802                         | 63,493       | 804                             | 8,080        | 1,606      | 71,573       | 23,586                 | 4,684,029    |
| -----             | 67         | 15,839       | 767                         | 60,838       | 831                             | 8,222        | 1,598      | 69,060       | 23,240                 | 4,635,960    |







|                             |       |          |       |           |       |       |       |       |    |           |
|-----------------------------|-------|----------|-------|-----------|-------|-------|-------|-------|----|-----------|
| New Haven.....              | 2     | 17.00    | 1     | 24.64     | ..... | ..... | ..... | ..... | 3  | 41.64     |
| Fairfield.....              | 4     | 30.29    | 1     | 18.75     | ..... | ..... | ..... | ..... | 5  | 49.04     |
| Total.....                  | 19    | 8,066.19 | 4     | 521.98    | ..... | ..... | ..... | ..... | 23 | 8,588.17  |
| NEW YORK.                   |       |          |       |           |       |       |       |       |    |           |
| New York.....               | 27    | 418.74   | 22    | 1,620.61  | ..... | ..... | ..... | ..... | 55 | 3,096.28  |
| Sag Harbor.....             | 4     | 40.82    | ..... | .....     | ..... | ..... | ..... | ..... | 4  | 40.82     |
| Total.....                  | 31    | 459.56   | 22    | 1,620.61  | ..... | ..... | ..... | ..... | 59 | 3,137.10  |
| NEW JERSEY.                 |       |          |       |           |       |       |       |       |    |           |
| Newark.....                 | 1     | 6.25     | ..... | .....     | ..... | ..... | ..... | ..... | 2  | 348.66    |
| Perth Amboy.....            | 3     | 24.22    | 1     | 14.43     | ..... | ..... | ..... | ..... | 3  | 633.68    |
| Little Egg Harbor.....      | 18    | 117.00   | 1     | 9.69      | ..... | ..... | ..... | ..... | 3  | 24.22     |
| Great Egg Harbor.....       | 8     | 88.62    | 1     | 7.74      | ..... | ..... | ..... | ..... | 19 | 126.69    |
| Bridgeton.....              | ..... | .....    | 1     | 11.71     | ..... | ..... | ..... | ..... | 9  | 96.36     |
| Burlington.....             | ..... | .....    | ..... | .....     | ..... | ..... | ..... | ..... | 1  | 11.71     |
| Total.....                  | 30    | 236.09   | 4     | 43.57     | ..... | ..... | ..... | ..... | 37 | 1,241.32  |
| PENNSYLVANIA.               |       |          |       |           |       |       |       |       |    |           |
| Philadelphia.....           | 4     | 131.85   | 20    | 18,589.07 | ..... | ..... | ..... | ..... | 24 | 18,720.92 |
| DELAWARE.                   |       |          |       |           |       |       |       |       |    |           |
| Delaware.....               | 3     | 352.05   | 3     | 424.43    | ..... | ..... | ..... | ..... | 6  | 776.48    |
| MARYLAND.                   |       |          |       |           |       |       |       |       |    |           |
| Baltimore.....              | 6     | 663.99   | 5     | 1,039.14  | ..... | ..... | ..... | ..... | 17 | 2,690.19  |
| Annapolis.....              | 1     | 27.68    | ..... | .....     | ..... | ..... | ..... | ..... | 1  | 27.68     |
| Eastern Maryland.....       | 26    | 330.59   | 1     | 163.81    | ..... | ..... | ..... | ..... | 27 | 494.40    |
| Total.....                  | 33    | 1,022.26 | 6     | 1,202.95  | ..... | ..... | ..... | ..... | 45 | 3,212.27  |
| VIRGINIA.                   |       |          |       |           |       |       |       |       |    |           |
| Alexandria.....             | 4     | 64.10    | 1     | 10.94     | ..... | ..... | ..... | ..... | 6  | 89.62     |
| Tappahannock.....           | 1     | 10.55    | ..... | .....     | ..... | ..... | ..... | ..... | 1  | 10.55     |
| Richmond.....               | 1     | 8.18     | ..... | .....     | ..... | ..... | ..... | ..... | 1  | 8.18      |
| Yorktown.....               | 3     | 16.36    | 4     | 1,922.34  | ..... | ..... | ..... | ..... | 7  | 1,938.70  |
| Norfolk and Portsmouth..... | 3     | 26.37    | 2     | 159.41    | ..... | ..... | ..... | ..... | 6  | 286.41    |
| Cherrystone.....            | 3     | 24.65    | ..... | .....     | ..... | ..... | ..... | ..... | 3  | 24.65     |
| Total.....                  | 15    | 150.21   | 7     | 2,092.69  | ..... | ..... | ..... | ..... | 24 | 2,358.11  |
| NORTH CAROLINA.             |       |          |       |           |       |       |       |       |    |           |
| Albemarle.....              | 4     | 50.75    | ..... | .....     | ..... | ..... | ..... | ..... | 4  | 50.75     |
| Pamlico.....                | 7     | 104.18   | 2     | 146.03    | ..... | ..... | ..... | ..... | 9  | 250.21    |
| Beaufort.....               | 4     | 61.57    | ..... | .....     | ..... | ..... | ..... | ..... | 4  | 61.57     |
| Wilmington.....             | ..... | .....    | 1     | 79.31     | ..... | ..... | ..... | ..... | 1  | 79.31     |
| Total.....                  | 15    | 216.50   | 3     | 225.34    | ..... | ..... | ..... | ..... | 18 | 441.84    |



NO. 18.—STATEMENT SHOWING CLASS, NUMBER, AND GROSS TONNAGE OF THE VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH BUILT. | SAILING VESSELS. |        | STEAM VESSELS. |        | CANAL BOATS. |        | BARGES. |        | TOTAL. |          |
|----------------------------------------------|------------------|--------|----------------|--------|--------------|--------|---------|--------|--------|----------|
|                                              | No.              | Tons.  | No.            | Tons.  | No.          | Tons.  | No.     | Tons.  | No.    | Tons.    |
| THE ATLANTIC AND GULF COASTS—Continued.      |                  |        |                |        |              |        |         |        |        |          |
| SOUTH CAROLINA.                              |                  |        |                |        |              |        |         |        |        |          |
| Georgetown.....                              | 1                | 16.56  |                |        |              |        |         |        | 1      | 6.56     |
| Charleston.....                              | 4                | 62.96  | 2              | 15.86  |              |        |         |        | 6      | 78.82    |
| Beaufort.....                                | 1                | 14.88  | 1              | 7.05   |              |        |         |        | 2      | 21.93    |
| Total.....                                   | 6                | 94.40  | 3              | 22.91  |              |        |         |        | 9      | 117.31   |
| GEORGIA.                                     |                  |        |                |        |              |        |         |        |        |          |
| Savannah.....                                | 1                | 15.65  |                |        |              |        |         |        | 1      | 15.65    |
| Brunswick.....                               | 4                | 35.25  |                |        |              |        |         |        | 4      | 35.25    |
| St. Marys.....                               | 1                | 12.38  | 1              | 34.27  |              |        |         |        | 2      | 46.65    |
| Total.....                                   | 6                | 63.28  | 1              | 34.27  |              |        |         |        | 7      | 97.55    |
| FLORIDA.                                     |                  |        |                |        |              |        |         |        |        |          |
| St. Johns.....                               | 1                | 11.50  | 4              | 370.64 |              |        |         |        | 5      | 382.14   |
| St. Augustine.....                           | 5                | 65.98  |                |        |              |        |         |        | 5      | 65.98    |
| Key West.....                                | 9                | 86.33  |                |        |              |        |         |        | 9      | 86.33    |
| Tampa.....                                   | 4                | 53.40  | 1              | 9.71   |              |        |         |        | 5      | 63.11    |
| St. Marks.....                               | 1                | 12.63  | 3              | 429.02 |              |        |         |        | 4      | 441.65   |
| Apalachicola.....                            |                  |        | 1              | 28.48  |              |        |         |        | 1      | 28.48    |
| Pensacola.....                               | 5                | 58.41  |                |        | 1            | 210.37 |         |        | 6      | 268.78   |
| Total.....                                   | 25               | 288.25 | 9              | 837.85 |              |        | 1       | 210.37 | 35     | 1,336.47 |
| ALABAMA.                                     |                  |        |                |        |              |        |         |        |        |          |
| Mobile.....                                  | 4                | 35.45  |                |        |              |        | 1       | 147.53 | 5      | 182.98   |
| MISSISSIPPI.                                 |                  |        |                |        |              |        |         |        |        |          |
| Pearl River.....                             | 9                | 403.11 | 2              | 55.23  |              |        |         |        | 11     | 458.34   |
| LOUISIANA.                                   |                  |        |                |        |              |        |         |        |        |          |
| New Orleans <sup>1</sup> .....               | 8                | 118.74 |                |        |              |        |         |        | 8      | 118.74   |
| Teche.....                                   | 8                | 52.34  | 3              | 381.00 |              |        | 2       | 456.99 | 13     | 890.33   |
| Total.....                                   | 16               | 171.08 | 3              | 381.00 |              |        | 2       | 456.99 | 21     | 1,009.07 |



|                                     |       |           |       |           |       |          |          |       |     |           |
|-------------------------------------|-------|-----------|-------|-----------|-------|----------|----------|-------|-----|-----------|
| TEXAS.                              |       |           |       |           |       |          |          |       |     |           |
| Galveston .....                     | 2     | 19.00     | 1     | 58.13     | ..... | .....    | .....    | ..... | 3   | 77.13     |
| Saluria .....                       | 2     | 16.08     | ..... | .....     | ..... | .....    | .....    | ..... | 2   | 16.08     |
| Corpus Christi .....                | 2     | 17.43     | ..... | .....     | ..... | .....    | .....    | ..... | 2   | 17.43     |
| Total.....                          | 6     | 52.51     | 1     | 58.13     | ..... | .....    | .....    | ..... | 7   | 110.64    |
| Total Atlantic and Gulf coasts..... | 320   | 24,632.77 | 111   | 30,954.99 | ..... | 22       | 4,395.82 | ..... | 453 | 59,983.58 |
| THE PACIFIC COAST.                  |       |           |       |           |       |          |          |       |     |           |
| CALIFORNIA.                         |       |           |       |           |       |          |          |       |     |           |
| San Diego.....                      | 1     | 18.93     | ..... | .....     | ..... | .....    | .....    | ..... | 1   | 18.93     |
| Los Angeles.....                    | 1     | 11.76     | ..... | .....     | ..... | .....    | .....    | ..... | 1   | 11.76     |
| San Francisco.....                  | 18    | 543.95    | 5     | 721.68    | ..... | .....    | .....    | ..... | 23  | 1,265.63  |
| Total.....                          | 20    | 574.64    | 5     | 721.68    | ..... | .....    | .....    | ..... | 25  | 1,296.32  |
| OREGON.                             |       |           |       |           |       |          |          |       |     |           |
| Southern Oregon .....               | 2     | 669.79    | 1     | 12.05     | ..... | .....    | .....    | ..... | 3   | 681.84    |
| Yaquina.....                        | 1     | 9.89      | ..... | .....     | ..... | .....    | .....    | ..... | 1   | 9.89      |
| Oregon .....                        | 3     | 72.95     | ..... | .....     | ..... | .....    | .....    | ..... | 3   | 72.95     |
| Willamette.....                     | 1     | 17.29     | 7     | 1,486.95  | ..... | .....    | .....    | ..... | 8   | 1,504.24  |
| Total.....                          | 7     | 769.92    | 8     | 1,499.00  | ..... | .....    | .....    | ..... | 15  | 2,268.92  |
| WASHINGTON.                         |       |           |       |           |       |          |          |       |     |           |
| Puget Sound.....                    | 27    | 748.93    | 6     | 2,821.84  | ..... | .....    | .....    | ..... | 33  | 3,570.77  |
| ALASKA.                             |       |           |       |           |       |          |          |       |     |           |
| Alaska.....                         | 1     | 8.02      | ..... | .....     | ..... | .....    | .....    | ..... | 1   | 8.02      |
| Total Pacific coast.....            | 55    | 2,101.51  | 19    | 5,042.52  | ..... | .....    | .....    | ..... | 74  | 7,144.03  |
| THE NORTHERN LAKES.                 |       |           |       |           |       |          |          |       |     |           |
| NEW YORK.                           |       |           |       |           |       |          |          |       |     |           |
| Champlain .....                     | ..... | .....     | ..... | .....     | ..... | 6        | 657.13   | ..... | 6   | 657.13    |
| Cape Vincent.....                   | ..... | .....     | 1     | 29.23     | ..... | .....    | .....    | ..... | 1   | 29.23     |
| Oswego.....                         | ..... | .....     | 3     | 329.77    | ..... | 2        | 191.09   | 1     | 6   | 579.80    |
| Niagara .....                       | ..... | .....     | 4     | 278.54    | ..... | 3        | 377.20   | ..... | 7   | 655.74    |
| Buffalo Creek.....                  | ..... | .....     | 8     | 304.10    | ..... | .....    | .....    | ..... | 8   | 304.10    |
| Total.....                          | ..... | .....     | 16    | 941.64    | 11    | 1,225.42 | 1        | 58.94 | 28  | 2,226.00  |
| PENNSYLVANIA.                       |       |           |       |           |       |          |          |       |     |           |
| Erie... ..                          | ..... | .....     | 2     | 25.39     | ..... | .....    | .....    | ..... | 2   | 25.39     |

<sup>1</sup> Seagoing vessels; for vessels in river trade see page 342.



No. 18.—STATEMENT SHOWING CLASS, NUMBER, AND GROSS TONNAGE OF THE VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH BUILT. | SAILING VESSELS. |           | STEAM VESSELS. |           | CANAL BOATS. |          | BARGES. |           | TOTAL. |           |
|----------------------------------------------|------------------|-----------|----------------|-----------|--------------|----------|---------|-----------|--------|-----------|
|                                              | No.              | Tons.     | No.            | Tons.     | No.          | Tons.    | No.     | Tons.     | No.    | Tons.     |
| THE NORTHERN LAKES—Continued.                |                  |           |                |           |              |          |         |           |        |           |
| OHIO.                                        |                  |           |                |           |              |          |         |           |        |           |
| Cuyahoga                                     | 4                | 12,448.20 | 4              | 12,448.20 |              |          | 4       | 12,448.20 |        |           |
| Sandusky                                     | 1                | 9.00      | 1              | 9.00      |              |          | 1       | 9.00      |        |           |
| Miami                                        | 2                | 117.86    | 2              | 117.86    |              |          | 2       | 117.86    |        |           |
| Total                                        | 7                | 12,575.06 | 7              | 12,575.06 |              |          | 7       | 12,575.06 |        |           |
| MICHIGAN.                                    |                  |           |                |           |              |          |         |           |        |           |
| Detroit                                      | 1                | 90.12     | 4              | 1,846.83  |              |          | 5       | 1,936.95  |        |           |
| Huron                                        | 6                | 2,657.52  | 11             | 8,740.61  |              |          | 17      | 11,398.13 |        |           |
| Superior                                     | 4                | 827.47    | 4              | 1,775.21  |              |          | 8       | 2,602.68  |        |           |
| Michigan                                     | 5                | 68.84     | 7              | 342.59    |              |          | 12      | 411.43    |        |           |
| Total                                        | 16               | 3,643.95  | 26             | 12,705.24 |              |          | 42      | 16,349.19 |        |           |
| ILLINOIS.                                    |                  |           |                |           |              |          |         |           |        |           |
| Chicago                                      | 5                | 4,514.52  | 5              | 238.05    |              |          | 10      | 4,752.57  |        |           |
| WISCONSIN.                                   |                  |           |                |           |              |          |         |           |        |           |
| Milwaukee                                    | 1                | 7.05      | 1              | 14.34     |              |          | 1       | 386.78    |        |           |
| MINNESOTA.                                   |                  |           |                |           |              |          |         |           |        |           |
| Duluth                                       |                  |           | 1              | 16.32     |              |          | 1       | 16.32     |        |           |
| Total Northern lakes                         | 22               | 8,165.52  | 58             | 26,516.04 | 11           | 1,225.42 | 2       | 445.72    | 93     | 36,352.70 |
| THE WESTERN RIVERS.                          |                  |           |                |           |              |          |         |           |        |           |
| LOUISIANA.                                   |                  |           |                |           |              |          |         |           |        |           |
| New Orleans <sup>1</sup>                     |                  |           | 7              | 361.12    |              |          | 7       | 361.12    |        |           |
| MISSISSIPPI.                                 |                  |           |                |           |              |          |         |           |        |           |
| Vicksburg                                    |                  |           | 3              | 197.22    |              |          | 3       | 197.22    |        |           |
| TENNESSEE.                                   |                  |           |                |           |              |          |         |           |        |           |
| Memphis                                      |                  |           | 7              | 612.53    |              |          | 7       | 612.53    |        |           |
| Nashville                                    |                  |           | 3              | 147.55    |              |          | 3       | 147.55    |        |           |
| Chattanooga                                  |                  |           | 3              | 251.10    |              |          | 3       | 251.10    |        |           |
| Total                                        |                  |           | 13             | 1,011.18  |              |          | 13      | 1,011.18  |        |           |



[illegible]

## SUMMARY.

|                               |       |           |     |           |       |          |          |     |            |
|-------------------------------|-------|-----------|-----|-----------|-------|----------|----------|-----|------------|
| Atlantic and Gulf coasts..... | 320   | 24,632.77 | 111 | 30,954.99 | ..... | 22       | 4,395.82 | 453 | 59,983.58  |
| Pacific coast.....            | 55    | 2,101.51  | 19  | 5,042.52  | ..... | .....    | .....    | 74  | 7,144.03   |
| Northern lakes.....           | 22    | 8,165.52  | 58  | 26,516.04 | 11    | 1,225.42 | 445.72   | 93  | 36,352.70  |
| Western rivers.....           | ..... | .....     | 60  | 7,240.08  | ..... | .....    | 881.84   | 74  | 8,121.92   |
| Grand total.....              | 397   | 34,899.80 | 248 | 69,753.63 | 11    | 1,225.42 | 5,723.38 | 694 | 111,602.23 |

<sup>1</sup> Vessels in river trade only; for seagoing vessels see page 340.



No. 19.—CONSOLIDATED STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| STATES IN WHICH BUILT. | SAILING VESSELS. |           | STEAM VESSELS. |           | CANAL BOATS. |          | BARGES. |          | TOTAL. |            |
|------------------------|------------------|-----------|----------------|-----------|--------------|----------|---------|----------|--------|------------|
|                        | No.              | Tons.     | No.            | Tons.     | No.          | Tons.    | No.     | Tons.    | No.    | Tons.      |
| Maine.....             | 44               | 11,033.06 | 11             | 3,422.91  | .....        | .....    | .....   | .....    | 55     | 14,455.97  |
| New Hampshire.....     | .....            | .....     | 2              | 72.94     | .....        | .....    | .....   | .....    | 2      | 72.94      |
| Massachusetts.....     | 51               | 1,798.86  | 10             | 1,349.11  | .....        | .....    | 1       | 460.07   | 62     | 3,608.04   |
| Rhode Island.....      | 3                | 58.06     | .....          | .....     | .....        | .....    | .....   | .....    | 3      | 58.06      |
| Connecticut.....       | 19               | 8,066.19  | 4              | 521.98    | .....        | .....    | .....   | .....    | 23     | 8,588.17   |
| New York.....          | 31               | 459.56    | 38             | 2,562.25  | 11           | 1,225.42 | 7       | 1,115.87 | 87     | 5,363.10   |
| New Jersey.....        | 30               | 236.09    | 4              | 43.57     | .....        | .....    | 3       | 961.66   | 37     | 1,241.32   |
| Pennsylvania.....      | 4                | 131.85    | 28             | 19,672.85 | .....        | .....    | .....   | .....    | 32     | 19,804.70  |
| Delaware.....          | 3                | 352.05    | 3              | 424.43    | .....        | .....    | .....   | .....    | 6      | 776.48     |
| Maryland.....          | 33               | 1,022.26  | 6              | 1,202.95  | .....        | .....    | 6       | 987.06   | 45     | 3,212.27   |
| Virginia.....          | 15               | 150.21    | 7              | 2,092.69  | .....        | .....    | 2       | 115.21   | 24     | 2,358.11   |
| North Carolina.....    | 15               | 216.50    | 3              | 225.34    | .....        | .....    | .....   | .....    | 18     | 441.84     |
| South Carolina.....    | 6                | 94.40     | 3              | 22.91     | .....        | .....    | .....   | .....    | 9      | 117.31     |
| Georgia.....           | 6                | 63.28     | 1              | 34.27     | .....        | .....    | .....   | .....    | 7      | 97.55      |
| Florida.....           | 25               | 288.25    | 9              | 837.85    | .....        | .....    | 1       | 210.37   | 35     | 1,336.47   |
| Alabama.....           | 4                | 35.45     | .....          | .....     | .....        | .....    | 1       | 147.53   | 5      | 182.98     |
| Mississippi.....       | 9                | 403.11    | 5              | 252.45    | .....        | .....    | .....   | .....    | 14     | 655.56     |
| Louisiana.....         | 16               | 171.08    | 10             | 742.12    | .....        | .....    | 2       | 456.99   | 28     | 1,370.19   |
| Texas.....             | 6                | 52.51     | 1              | 58.13     | .....        | .....    | .....   | .....    | 7      | 110.64     |
| Tennessee.....         | .....            | .....     | 13             | 1,011.18  | .....        | .....    | .....   | .....    | 13     | 1,011.18   |
| Kentucky.....          | .....            | .....     | 10             | 2,457.37  | .....        | .....    | .....   | .....    | 10     | 2,457.37   |
| Missouri.....          | .....            | .....     | 1              | 33.95     | .....        | .....    | 1       | 46.91    | 2      | 80.86      |
| Montana.....           | .....            | .....     | 1              | 39.86     | .....        | .....    | .....   | .....    | 1      | 39.86      |
| Iowa.....              | .....            | .....     | 2              | 113.34    | .....        | .....    | .....   | .....    | 2      | 113.34     |
| Minnesota.....         | .....            | .....     | 2              | 196.88    | .....        | .....    | 1       | 6.50     | 3      | 203.38     |
| Wisconsin.....         | 1                | 7.05      | 1              | 14.34     | .....        | .....    | 6       | 535.53   | 8      | 556.92     |
| Michigan.....          | 16               | 3,643.95  | 26             | 12,705.24 | .....        | .....    | .....   | .....    | 42     | 16,349.19  |
| Illinois.....          | 5                | 4,514.52  | 8              | 446.74    | .....        | .....    | 6       | 553.46   | 19     | 5,514.72   |
| Indiana.....           | .....            | .....     | 4              | 528.50    | .....        | .....    | 1       | 126.22   | 5      | 654.72     |
| Ohio.....              | .....            | .....     | 10             | 12,806.98 | .....        | .....    | .....   | .....    | 10     | 12,806.98  |
| West Virginia.....     | .....            | .....     | 6              | 817.98    | .....        | .....    | .....   | .....    | 6      | 817.98     |
| California.....        | 20               | 574.64    | 5              | 721.68    | .....        | .....    | .....   | .....    | 25     | 1,296.32   |
| Oregon.....            | 7                | 769.92    | 8              | 1,499.00  | .....        | .....    | .....   | .....    | 15     | 2,268.92   |
| Washington.....        | 27               | 748.93    | 6              | 2,821.84  | .....        | .....    | .....   | .....    | 33     | 3,570.77   |
| Alaska.....            | 1                | 8.02      | .....          | .....     | .....        | .....    | .....   | .....    | 1      | 8.02       |
| Total.....             | 397              | 34,899.80 | 248            | 69,753.63 | 11           | 1,225.42 | 38      | 5,723.38 | 694    | 111,602.23 |



NO. 20.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH BUILT. | BARKENTINES. |       | SCHOONERS. |           | SLOOPS. |        | TOTAL. |           |
|-------------------------------------------------|--------------|-------|------------|-----------|---------|--------|--------|-----------|
| THE ATLANTIC AND GULF<br>COASTS.                |              |       |            |           |         |        |        |           |
| MAINE.                                          | No.          | Tons. | No.        | Tons.     | No.     | Tons.  | No.    | Tons.     |
| Passamaquoddy.....                              |              |       | 2          | 23.45     | 1       | 11.61  | 3      | 35.06     |
| Frenchmans Bay.....                             |              |       | 3          | 282.22    | 1       | 11.81  | 4      | 294.03    |
| Castine.....                                    |              |       | 1          | 25.07     | 3       | 18.89  | 4      | 43.96     |
| Belfast.....                                    |              |       | 2          | 2,754.04  | 2       | 15.92  | 4      | 2,769.96  |
| Waldoboro.....                                  |              |       | 6          | 1,669.97  | 6       | 45.84  | 12     | 1,715.81  |
| Wiscasset.....                                  |              |       | 1          | 32.68     | 2       | 25.25  | 3      | 56.93     |
| Bath.....                                       |              |       | 7          | 5,828.83  | 3       | 72.93  | 10     | 5,901.76  |
| Portland and Falmouth.....                      |              |       | 1          | 26.40     | 1       | 7.71   | 2      | 34.11     |
| Kennebunk.....                                  |              |       | 1          | 7.72      | 1       | 173.72 | 2      | 181.44    |
| Total.....                                      |              |       | 24         | 10,649.38 | 20      | 383.68 | 44     | 11,033.06 |
| MASSACHUSETTS.                                  |              |       |            |           |         |        |        |           |
| Newburyport.....                                |              |       | 1          | 7.97      | 1       | 7.23   | 2      | 15.20     |
| Gloucester.....                                 |              |       | 13         | 1,183.60  | 2       | 13.36  | 15     | 1,196.96  |
| Boston and Charlestown.....                     |              |       | 1          | 361.92    | 4       | 36.39  | 5      | 398.31    |
| Barnstable.....                                 |              |       |            |           | 26      | 168.67 | 26     | 168.67    |
| Edgartown.....                                  |              |       |            |           | 1       | 6.23   | 1      | 6.23      |
| New Bedford.....                                |              |       |            |           | 2       | 13.49  | 2      | 13.49     |
| Total.....                                      |              |       | 15         | 1,553.49  | 36      | 245.37 | 51     | 1,798.86  |
| RHODE ISLAND.                                   |              |       |            |           |         |        |        |           |
| Providence.....                                 |              |       |            |           | 1       | 7.53   | 1      | 7.53      |
| Newport.....                                    |              |       |            |           | 2       | 50.53  | 2      | 50.53     |
| Total.....                                      |              |       |            |           | 3       | 58.06  | 3      | 58.06     |
| CONNECTICUT.                                    |              |       |            |           |         |        |        |           |
| Stonington.....                                 |              |       | 10         | 7,717.96  |         |        | 10     | 7,717.96  |
| New London.....                                 |              |       | 1          | 286.55    | 2       | 14.39  | 3      | 300.94    |
| New Haven.....                                  |              |       | 1          | 6.80      | 1       | 10.20  | 2      | 17.00     |
| Fairfield.....                                  |              |       |            |           | 4       | 30.29  | 4      | 30.29     |
| Total.....                                      |              |       | 12         | 8,011.31  | 7       | 54.88  | 19     | 8,066.19  |
| NEW YORK.                                       |              |       |            |           |         |        |        |           |
| New York.....                                   |              |       | 4          | 185.85    | 23      | 232.89 | 27     | 418.74    |
| Sag Harbor.....                                 |              |       |            |           | 4       | 40.82  | 4      | 40.82     |
| Total.....                                      |              |       | 4          | 185.85    | 27      | 273.71 | 31     | 459.56    |
| NEW JERSEY.                                     |              |       |            |           |         |        |        |           |
| Newark.....                                     |              |       |            |           | 1       | 6.25   | 1      | 6.25      |
| Little Egg Harbor.....                          |              |       | 1          | 7.91      | 2       | 16.31  | 3      | 24.22     |
| Great Egg Harbor.....                           |              |       | 1          | 9.51      | 17      | 107.49 | 18     | 117.00    |
| Bridgeton.....                                  |              |       | 2          | 40.21     | 6       | 48.41  | 8      | 88.62     |
| Total.....                                      |              |       | 4          | 57.63     | 26      | 178.46 | 30     | 236.09    |
| PENNSYLVANIA.                                   |              |       |            |           |         |        |        |           |
| Philadelphia.....                               |              |       | 1          | 99.68     | 3       | 32.17  | 4      | 131.85    |
| DELAWARE.                                       |              |       |            |           |         |        |        |           |
| Delaware.....                                   |              |       | 3          | 352.05    |         |        | 3      | 352.05    |
| MARYLAND.                                       |              |       |            |           |         |        |        |           |
| Baltimore.....                                  |              |       | 5          | 647.30    | 1       | 16.69  | 6      | 663.99    |
| Annapolis.....                                  |              |       | 1          | 27.68     |         |        | 1      | 27.68     |
| Eastern Maryland.....                           |              |       | 6          | 206.37    | 20      | 124.22 | 26     | 330.59    |
| Total.....                                      |              |       | 12         | 881.35    | 21      | 140.91 | 33     | 1,022.26  |
| VIRGINIA.                                       |              |       |            |           |         |        |        |           |
| Alexandria.....                                 |              |       | 2          | 50.11     | 2       | 13.99  | 4      | 64.10     |
| Tappahannock.....                               |              |       | 1          | 10.55     |         |        | 1      | 10.55     |
| Richmond.....                                   |              |       | 1          | 8.18      |         |        | 1      | 8.18      |
| Yorktown.....                                   |              |       | 2          | 10.87     | 1       | 5.49   | 3      | 16.36     |
| Norfolk and Portsmouth.....                     |              |       |            |           | 3       | 26.37  | 3      | 26.37     |
| Cherrystone.....                                |              |       | 1          | 6.99      | 2       | 17.66  | 3      | 24.65     |
| Total.....                                      |              |       | 7          | 86.70     | 8       | 63.51  | 15     | 150.21    |



No. 20.—STATEMENT SHOWING THE CLASS, NUMBER AND GROSS TONNAGE OF SAILING VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH BUILT. | BARKENTINES. |        | SCHOONERS. |           | SLOOPS. |          | TOTAL. |           |
|-------------------------------------------------|--------------|--------|------------|-----------|---------|----------|--------|-----------|
| THE ATLANTIC AND GULF<br>COASTS—Continued.      | No.          | Tons.  | No.        | Tons.     | No.     | Tons.    | No.    | Tons.     |
| NORTH CAROLINA.                                 |              |        |            |           |         |          |        |           |
| Albemarle .....                                 |              |        | 4          | 50.75     |         |          | 4      | 50.75     |
| Pamlico .....                                   |              |        | 5          | 84.32     | 2       | 19.86    | 7      | 104.18    |
| Beaufort .....                                  |              |        | 3          | 55.04     | 1       | 6.53     | 4      | 61.57     |
| Total .....                                     |              |        | 12         | 190.11    | 3       | 26.39    | 15     | 216.50    |
| SOUTH CAROLINA.                                 |              |        |            |           |         |          |        |           |
| Georgetown .....                                |              |        |            |           | 1       | 16.56    | 1      | 16.56     |
| Charleston .....                                |              |        | 2          | 26.20     | 2       | 36.76    | 4      | 62.96     |
| Beaufort .....                                  |              |        | 1          | 14.88     |         |          | 1      | 14.88     |
| Total .....                                     |              |        | 3          | 41.08     | 3       | 53.32    | 6      | 94.40     |
| GEORGIA.                                        |              |        |            |           |         |          |        |           |
| Savannah .....                                  |              |        |            |           | 1       | 15.65    | 1      | 15.65     |
| Brunswick .....                                 |              |        | 2          | 16.99     | 2       | 18.26    | 4      | 35.25     |
| St. Marys .....                                 |              |        | 1          | 12.38     |         |          | 1      | 12.38     |
| Total .....                                     |              |        | 3          | 29.37     | 3       | 33.91    | 6      | 63.28     |
| FLORIDA.                                        |              |        |            |           |         |          |        |           |
| St. Johns .....                                 |              |        | 1          | 11.50     |         |          | 1      | 11.50     |
| St. Augustine .....                             |              |        | 2          | 38.89     | 3       | 27.09    | 5      | 65.98     |
| Key West .....                                  |              |        | 5          | 63.33     | 4       | 23.00    | 9      | 86.33     |
| Tampa .....                                     |              |        | 4          | 53.40     |         |          | 4      | 53.40     |
| St. Marks .....                                 |              |        | 1          | 12.63     |         |          | 1      | 12.63     |
| Pensacola .....                                 |              |        | 3          | 35.56     | 2       | 22.85    | 5      | 58.41     |
| Total .....                                     |              |        | 16         | 215.31    | 9       | 72.94    | 25     | 288.25    |
| ALABAMA.                                        |              |        |            |           |         |          |        |           |
| Mobile .....                                    |              |        | 2          | 22.51     | 2       | 12.94    | 4      | 35.45     |
| MISSISSIPPI.                                    |              |        |            |           |         |          |        |           |
| Pearl River .....                               |              |        | 8          | 386.64    | 1       | 16.47    | 9      | 403.11    |
| LOUISIANA.                                      |              |        |            |           |         |          |        |           |
| New Orleans .....                               |              |        | 4          | 92.48     | 4       | 26.26    | 8      | 118.74    |
| Teche .....                                     |              |        | 1          | 8.89      | 7       | 43.45    | 8      | 52.34     |
| Total .....                                     |              |        | 5          | 101.37    | 11      | 69.71    | 16     | 171.08    |
| TEXAS.                                          |              |        |            |           |         |          |        |           |
| Galveston .....                                 |              |        | 1          | 7.75      | 1       | 11.25    | 2      | 19.00     |
| Saluria .....                                   |              |        | 1          | 9.51      | 1       | 6.57     | 2      | 16.08     |
| Corpus Christi .....                            |              |        | 1          | 5.40      | 1       | 12.03    | 2      | 17.43     |
| Total .....                                     |              |        | 3          | 22.66     | 3       | 29.85    | 6      | 52.51     |
| Total Atlantic and Gulf<br>coasts .....         |              |        | 134        | 22,886.49 | 186     | 1,746.28 | 320    | 24,632.77 |
| THE PACIFIC COAST.                              |              |        |            |           |         |          |        |           |
| CALIFORNIA.                                     |              |        |            |           |         |          |        |           |
| San Diego .....                                 |              |        | 1          | 18.93     |         |          | 1      | 18.93     |
| Los Angeles .....                               |              |        |            |           | 1       | 11.76    | 1      | 11.76     |
| San Francisco .....                             |              |        | 11         | 450.51    | 7       | 93.44    | 18     | 543.95    |
| Total .....                                     |              |        | 12         | 469.44    | 8       | 105.20   | 20     | 574.64    |
| OREGON.                                         |              |        |            |           |         |          |        |           |
| Southern Oregon .....                           | 1            | 584.28 | 1          | 85.51     |         |          | 2      | 669.79    |
| Yaquina .....                                   |              |        | 1          | 9.89      |         |          | 1      | 9.89      |
| Oregon .....                                    |              |        | 3          | 72.95     |         |          | 3      | 72.95     |
| Willamette .....                                |              |        | 1          | 17.29     |         |          | 1      | 17.29     |
| Total .....                                     | 1            | 584.28 | 6          | 185.64    |         |          | 7      | 769.92    |



No. 20.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS<br>IN WHICH BUILT. | BARKENTINES. |        | SCHOONERS. |          | SLOOPS. |        | TOTAL. |          |
|-------------------------------------------------|--------------|--------|------------|----------|---------|--------|--------|----------|
| THE PACIFIC COAST—Con-<br>tinued.               |              |        |            |          |         |        |        |          |
| WASHINGTON.                                     | No.          | Tons.  | No.        | Tons.    | No.     | Tons.  | No.    | Tons.    |
| Puget Sound.....                                |              |        | 16         | 644.54   | 11      | 104.39 | 27     | 748.93   |
| ALASKA.                                         |              |        |            |          |         |        |        |          |
| Alaska.....                                     |              |        | 1          | 8.02     |         |        | 1      | 8.02     |
| Total Pacific coast.....                        | 1            | 584.28 | 35         | 1,307.64 | 19      | 209.59 | 55     | 2,101.51 |
| THE NORTHERN LAKES.                             |              |        |            |          |         |        |        |          |
| MICHIGAN.                                       |              |        |            |          |         |        |        |          |
| Detroit.....                                    |              |        | 1          | 90.12    |         |        | 1      | 90.12    |
| Huron.....                                      |              |        | 6          | 2,657.52 |         |        | 6      | 2,657.52 |
| Superior.....                                   |              |        | 4          | 827.47   |         |        | 4      | 827.47   |
| Michigan.....                                   |              |        | 5          | 68.84    |         |        | 5      | 68.84    |
| Total.....                                      |              |        | 16         | 3,643.95 |         |        | 16     | 3,643.95 |
| ILLINOIS.                                       |              |        |            |          |         |        |        |          |
| Chicago.....                                    |              |        | 2          | 4,474.96 | 3       | 39.56  | 5      | 4,514.52 |
| WISCONSIN.                                      |              |        |            |          |         |        |        |          |
| Milwaukee.....                                  |              |        | 1          | 7.05     |         |        | 1      | 7.05     |
| Total Northern lakes.....                       |              |        | 19         | 8,125.96 | 3       | 39.56  | 22     | 8,165.52 |

## SUMMARY.

|                               |   |        |     |           |     |          |     |           |
|-------------------------------|---|--------|-----|-----------|-----|----------|-----|-----------|
| Atlantic and Gulf coasts..... |   |        | 134 | 22,886.49 | 186 | 1,746.28 | 320 | 24,632.77 |
| Pacific coast.....            | 1 | 584.28 | 35  | 1,307.64  | 19  | 209.59   | 55  | 2,101.51  |
| Northern lakes.....           |   |        | 19  | 8,125.96  | 3   | 39.56    | 22  | 8,165.52  |
| Grand total.....              | 1 | 584.28 | 188 | 32,320.09 | 208 | 1,995.43 | 397 | 34,899.80 |

No. 21.—SUMMARY STATEMENT OF THE CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| Class of vessels. | No. | Tons.     |
|-------------------|-----|-----------|
| Barkentines.....  | 1   | 584.28    |
| Schooners.....    | 188 | 32,320.09 |
| Sloops.....       | 208 | 1,995.43  |
| Total.....        | 397 | 34,899.80 |



No. 22.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| STATES AND CUSTOMS DISTRICTS IN WHICH BUILT. | RIVER STEAMERS. |          |              |       |            |          | LAKE STEAMERS. |       | OCEAN STEAMERS. |       | TOTAL.   |
|----------------------------------------------|-----------------|----------|--------------|-------|------------|----------|----------------|-------|-----------------|-------|----------|
|                                              | Side wheel.     |          | Stern wheel. |       | Propeller. |          | Propeller.     |       | Propeller.      |       |          |
|                                              | No.             | Tons.    | No.          | Tons. | No.        | Tons.    | No.            | Tons. | No.             | Tons. |          |
| THE ATLANTIC AND GULF COASTS.                |                 |          |              |       |            |          |                |       |                 |       |          |
| MAINE.                                       |                 |          |              |       |            |          |                |       |                 |       |          |
| Machias.....                                 | .....           | .....    | .....        | ..... | 2          | 64.32    | .....          | ..... | .....           | 2     | 64.32    |
| Bangor.....                                  | .....           | .....    | .....        | ..... | 2          | 117.34   | .....          | ..... | .....           | 2     | 117.34   |
| Waldoboro.....                               | .....           | .....    | .....        | ..... | 1          | 13.17    | .....          | ..... | .....           | 1     | 13.17    |
| Bath.....                                    | 1               | 2,211.01 | .....        | ..... | 2          | 813.77   | .....          | ..... | .....           | 3     | 3,024.78 |
| Portland and Falmouth.....                   | .....           | .....    | .....        | ..... | 3          | 203.30   | .....          | ..... | .....           | 3     | 203.30   |
| Total.....                                   | 1               | 2,211.01 | .....        | ..... | 10         | 1,211.90 | .....          | ..... | .....           | 11    | 3,422.91 |
| NEW HAMPSHIRE.                               |                 |          |              |       |            |          |                |       |                 |       |          |
| Portsmouth.....                              | .....           | .....    | .....        | ..... | 2          | 72.94    | .....          | ..... | .....           | 2     | 72.94    |
| MASSACHUSETTS.                               |                 |          |              |       |            |          |                |       |                 |       |          |
| Newburyport.....                             | .....           | .....    | .....        | ..... | 2          | 85.81    | .....          | ..... | .....           | 2     | 85.81    |
| Gloucester.....                              | .....           | .....    | .....        | ..... | 2          | 437.11   | .....          | ..... | .....           | 2     | 437.11   |
| Boston and Charlestown.....                  | 1               | 700.02   | .....        | ..... | 5          | 126.17   | .....          | ..... | .....           | 6     | 826.19   |
| Total.....                                   | 1               | 700.02   | .....        | ..... | 9          | 649.09   | .....          | ..... | .....           | 10    | 1,349.11 |
| CONNECTICUT.                                 |                 |          |              |       |            |          |                |       |                 |       |          |
| Stonington.....                              | 1               | 421.93   | .....        | ..... | 1          | 56.66    | .....          | ..... | .....           | 2     | 478.59   |
| New Haven.....                               | .....           | .....    | .....        | ..... | 1          | 24.64    | .....          | ..... | .....           | 1     | 24.64    |
| Fairfield.....                               | .....           | .....    | .....        | ..... | 1          | 18.75    | .....          | ..... | .....           | 1     | 18.75    |
| Total.....                                   | 1               | 421.93   | .....        | ..... | 3          | 100.05   | .....          | ..... | .....           | 4     | 521.98   |
| NEW YORK.                                    |                 |          |              |       |            |          |                |       |                 |       |          |
| New York.....                                | 1               | 491.39   | 1            | 39.95 | 20         | 1,089.27 | .....          | ..... | .....           | 22    | 1,620.61 |
| NEW JERSEY.                                  |                 |          |              |       |            |          |                |       |                 |       |          |
| Perth Amboy.....                             | .....           | .....    | 1            | 14.43 | .....      | .....    | .....          | ..... | .....           | 1     | 14.43    |
| Great Egg Harbor.....                        | .....           | .....    | .....        | ..... | 1          | 9.69     | .....          | ..... | .....           | 1     | 9.69     |
| Bridgeton.....                               | .....           | .....    | .....        | ..... | 1          | 7.74     | .....          | ..... | .....           | 1     | 7.74     |
| Burlington.....                              | .....           | .....    | .....        | ..... | 1          | 11.71    | .....          | ..... | .....           | 1     | 11.71    |
| Total.....                                   | .....           | .....    | 1            | 14.43 | 3          | 29.14    | .....          | ..... | .....           | 4     | 43.57    |







No. 22.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH BUILT. | RIVER STEAMERS. |          |              |          | LAKE STEAMERS. |           | OCEAN STEAMERS. |           | Total. |           |
|----------------------------------------------|-----------------|----------|--------------|----------|----------------|-----------|-----------------|-----------|--------|-----------|
|                                              | Side wheel.     |          | Stern wheel. |          | Propeller.     |           | Propeller.      |           |        |           |
|                                              | No.             | Tons.    | No.          | Tons.    | No.            | Tons.     | No.             | Tons.     |        |           |
| THE ATLANTIC AND GULF COASTS—Continued.      |                 |          |              |          |                |           |                 |           |        |           |
| TEXAS.                                       |                 |          |              |          |                |           |                 |           |        |           |
| Galveston .....                              | 12              | 7,458.52 | 10           | 941.77   | 1              | 58.13     | 2               | 13,115.19 | 1      | 58.13     |
| Total Atlantic and Gulf coasts.....          |                 |          |              |          | 87             | 9,439.51  |                 |           | 111    | 30,954.99 |
| THE PACIFIC COAST.                           |                 |          |              |          |                |           |                 |           |        |           |
| CALIFORNIA.                                  |                 |          |              |          |                |           |                 |           |        |           |
| San Francisco.....                           |                 |          | 4            | 681.53   | 1              | 40.15     |                 |           | 5      | 721.68    |
| OREGON.                                      |                 |          |              |          |                |           |                 |           |        |           |
| Southern Oregon.....                         |                 |          |              |          | 1              | 12.05     |                 |           | 1      | 12.05     |
| Willamette.....                              |                 |          | 5            | 1,467.31 | 2              | 19.64     |                 |           | 7      | 1,486.95  |
| Total.....                                   |                 |          | 5            | 1,467.31 | 3              | 31.69     |                 |           | 8      | 1,499.00  |
| WASHINGTON.                                  |                 |          |              |          |                |           |                 |           |        |           |
| Puget Sound .....                            | 1               | 190.95   | 1            | 34.34    | 3              | 92.22     | 1               | 2,504.33  | 6      | 2,821.84  |
| Total Pacific coast .....                    | 1               | 190.95   | 10           | 2,183.18 | 7              | 164.06    | 1               | 2,504.33  | 19     | 5,042.52  |
| THE NORTHERN LAKES.                          |                 |          |              |          |                |           |                 |           |        |           |
| NEW YORK.                                    |                 |          |              |          |                |           |                 |           |        |           |
| Cape Vincent .....                           |                 |          |              |          | 1              | 29.23     |                 |           | 1      | 29.23     |
| Oswego .....                                 |                 |          |              |          | 3              | 329.77    |                 |           | 3      | 329.77    |
| Niagara .....                                |                 |          |              |          | 4              | 278.54    |                 |           | 4      | 278.54    |
| Buffalo Creek .....                          |                 |          |              |          | 8              | 304.10    |                 |           | 8      | 304.10    |
| Total.....                                   |                 |          |              |          | 16             | 941.64    |                 |           | 16     | 941.64    |
| PENNSYLVANIA.                                |                 |          |              |          |                |           |                 |           |        |           |
| Erie.....                                    |                 |          |              |          | 2              | 25.39     |                 |           | 2      | 25.39     |
| OHIO.                                        |                 |          |              |          |                |           |                 |           |        |           |
| Cuyahoga.....                                |                 |          |              |          | 4              | 12,448.20 |                 |           | 4      | 12,448.20 |



[illegible]



No. 22.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN EACH CUSTOMS DISTRICT OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895—Continued.

| STATES AND CUSTOMS DISTRICTS IN WHICH BUILT. | RIVER STEAMERS. |          |              |          |            |           | LAKE STEAMERS. |           | OCEAN STEAMERS. |           | TOTAL. |           |
|----------------------------------------------|-----------------|----------|--------------|----------|------------|-----------|----------------|-----------|-----------------|-----------|--------|-----------|
|                                              | Side wheel.     |          | Stern wheel. |          | Propeller. |           | Propeller.     |           | Propeller.      |           |        |           |
|                                              | No.             | Tons.    | No.          | Tons.    | No.        | Tons.     | No.            | Tons.     | No.             | Tons.     | No.    | Tons.     |
| THE WESTERN RIVERS—Continued.                |                 |          |              |          |            |           |                |           |                 |           |        |           |
| IOWA.                                        |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Dubuque.....                                 | 2               | 113.34   |              |          |            |           |                |           |                 |           | 2      | 113.34    |
| MINNESOTA.                                   |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Minnesota.....                               | 1               | 180.56   |              |          |            |           |                |           |                 |           | 1      | 180.56    |
| ILLINOIS.                                    |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Rock Island.....                             | 3               | 208.69   |              |          |            |           |                |           |                 |           | 3      | 208.69    |
| INDIANA.                                     |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Evansville.....                              | 2               | 428.12   | 2            | 100.38   |            |           |                |           |                 |           | 4      | 528.50    |
| OHIO.                                        |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Cincinnati.....                              | 3               | 231.92   |              |          |            |           |                |           |                 |           | 3      | 231.92    |
| WEST VIRGINIA.                               |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Wheeling.....                                | 6               | 817.98   |              |          |            |           |                |           |                 |           | 6      | 817.98    |
| PENNSYLVANIA.                                |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Pittsburg.....                               | 5               | 1,048.66 | 1            | 9.73     |            |           |                |           |                 |           | 6      | 1,058.39  |
| Total Western rivers.....                    | 3               | 658.37   | 49           | 6,321.15 | 8          | 260.56    |                |           |                 |           | 60     | 7,240.08  |
| SUMMARY.                                     |                 |          |              |          |            |           |                |           |                 |           |        |           |
| Atlantic and Gulf coasts.....                | 12              | 7,458.52 | 10           | 941.77   | 87         | 9,439.51  |                |           | 2               | 13,115.19 | 111    | 30,954.99 |
| Pacific coast.....                           | 1               | 190.95   | 10           | 2,183.18 | 7          | 164.06    |                |           | 1               | 2,504.33  | 19     | 5,042.52  |
| Northern lakes.....                          | 1               | 365.15   | 1            | 80.19    | 43         | 2,483.29  | 13             | 23,587.41 |                 |           | 58     | 26,516.04 |
| Western rivers.....                          | 3               | 658.37   | 49           | 6,321.15 | 8          | 260.56    |                |           |                 |           | 60     | 7,240.08  |
| Grand total.....                             | 17              | 8,672.99 | 70           | 9,526.29 | 145        | 12,347.42 | 13             | 23,587.41 | 3               | 15,619.52 | 248    | 69,753.63 |



## No. 23.—SUMMARY STATEMENT OF CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| Class of vessels. | No. | Tons.     |
|-------------------|-----|-----------|
| River steamers:   |     |           |
| Side-wheel .....  | 17  | 8,672.99  |
| Stern-wheel ..... | 70  | 9,526.29  |
| Propeller .....   | 145 | 12,347.42 |
| Lake steamers:    |     |           |
| Propeller .....   | 13  | 23,587.41 |
| Ocean steamers:   |     |           |
| Propeller .....   | 3   | 15,619.52 |
| Total .....       | 248 | 69,753.63 |

## No. 24.—SUMMARY STATEMENT OF CANAL BOATS AND BARGES BUILT IN THE UNITED STATES, JUNE 30, 1895.

| Class of vessels. | No. | Gross tons. |
|-------------------|-----|-------------|
| Canal boats.....  | 11  | 1,225.42    |
| Barges.....       | 38  | 5,723.38    |
| Total .....       | 49  | 6,948.80    |

## No. 25.—STATEMENT SHOWING THE CLASS, NUMBER, AND GROSS TONNAGE OF IRON AND STEEL VESSELS BUILT IN THE UNITED STATES, JUNE 30, 1895.

| PORTS.                   | IRON.  |          | STEEL.   |          |        |           |         |        | TOTAL. |           |
|--------------------------|--------|----------|----------|----------|--------|-----------|---------|--------|--------|-----------|
|                          | Steam. |          | Sailing. |          | Steam. |           | Barges. |        |        |           |
|                          | No.    | Tons.    | No.      | Tons.    | No.    | Tons.     | No.     | Tons.  | No.    | Tons.     |
| Bath, Me.....            |        |          |          |          | 1      | 803.81    |         |        | 1      | 803.81    |
| New York, N. Y.....      |        |          |          |          | 2      | 191.33    |         |        | 2      | 191.33    |
| Newark, N. J.....        |        |          |          |          |        |           | 1       | 342.41 | 1      | 342.41    |
| Philadelphia, Pa.....    | 3      | 2,438.79 |          |          | 12     | 15,870.28 |         |        | 15     | 18,309.07 |
| Baltimore, Md.....       |        |          |          |          | 2      | 745.66    | 4       | 363.51 | 6      | 1,109.17  |
| Newport News, Va.....    |        |          |          |          | 3      | 1,913.22  |         |        | 3      | 1,913.22  |
| Jacksonville, Fla.....   |        |          |          |          | 1      | 82.13     |         |        | 1      | 82.13     |
| New Orleans, La.....     |        |          |          |          | 2      | 50.01     |         |        | 2      | 50.01     |
| Dubuque, Iowa.....       |        |          |          |          | 1      | 94.25     |         |        | 1      | 94.25     |
| Cleveland, Ohio.....     |        |          |          |          | 4      | 12,448.20 |         |        | 4      | 12,448.20 |
| Detroit, Mich.....       |        |          |          |          | 1      | 365.15    |         |        | 1      | 365.15    |
| Port Huron, Mich.....    |        |          |          |          | 1      | 3,400.08  |         |        | 1      | 3,400.08  |
| Marquette, Mich.....     |        |          | 1        | 793.82   | 1      | 1,713.02  |         |        | 2      | 2,506.84  |
| Chicago, Ill.....        |        |          | 2        | 4,474.96 |        |           |         |        | 2      | 4,474.96  |
| Port Townsend, Wash..... |        |          |          |          | 1      | 2,504.33  |         |        | 1      | 2,504.33  |
| Total.....               | 3      | 2,438.79 | 3        | 5,268.78 | 32     | 40,181.47 | 5       | 705.92 | 43     | 48,594.96 |



## No. 26.—TONNAGE OF VESSELS BUILT IN THE UNITED STATES FROM 1857 TO 1895, INCLUSIVE.

| YEAR ENDING JUNE 30— | TONNAGE BUILT—            |                         |                                               |                     |              |
|----------------------|---------------------------|-------------------------|-----------------------------------------------|---------------------|--------------|
|                      | On the New England coast. | On the entire seaboard. | On the Mississippi River and its tributaries. | On the Great Lakes. | Total.       |
|                      | <i>Tons.</i>              | <i>Tons.</i>            | <i>Tons.</i>                                  | <i>Tons.</i>        | <i>Tons.</i> |
| 1857.....            | 183,625                   | 285,453                 | 41,854                                        | 51,498              | 378,805      |
| 1858.....            | 103,862                   | 177,412                 | 35,659                                        | 31,642              | 244,713      |
| 1859.....            | 79,322                    | 133,294                 | 17,128                                        | 6,180               | 156,602      |
| 1860.....            | 134,289                   | 169,836                 | 32,970                                        | 11,992              | 214,798      |
| 1861.....            | 104,675                   | 179,767                 | 29,960                                        | 23,467              | 233,194      |
| 1862.....            | 45,595                    | 112,487                 | 8,785                                         | 53,804              | 175,076      |
| 1863.....            | 79,576                    | 215,667                 | 27,407                                        | 67,972              | 311,046      |
| 1864.....            | 112,611                   | 310,421                 | 56,169                                        | 49,151              | 415,741      |
| 1865.....            | 133,040                   | 291,306                 | 66,576                                        | 36,641              | 394,523      |
| 1866.....            | 121,333                   | 232,388                 | 70,555                                        | 33,204              | 336,147      |
| 1867.....            | 135,189                   | 230,810                 | 35,106                                        | 39,679              | 305,595      |
| 1868.....            | 98,708                    | 175,812                 | 52,695                                        | 56,798              | 285,305      |
| 1869.....            | 103,604                   | 191,194                 | 34,576                                        | 49,460              | 275,230      |
| 1870.....            | 110,584                   | 182,836                 | 56,859                                        | 37,258              | 276,953      |
| 1871.....            | 64,366                    | 156,249                 | 73,081                                        | 43,897              | 273,227      |
| 1872.....            | 46,269                    | 128,097                 | 36,344                                        | 44,611              | 209,052      |
| 1873.....            | 76,406                    | 218,139                 | 48,659                                        | 92,448              | 359,256      |
| 1874.....            | 136,251                   | 277,093                 | 63,646                                        | 91,986              | 432,725      |
| 1875.....            | 151,497                   | 244,474                 | 23,294                                        | 29,871              | 297,639      |
| 1876.....            | 95,288                    | 163,826                 | 23,636                                        | 16,124              | 203,586      |
| 1877.....            | 90,992                    | 132,996                 | 34,693                                        | 8,903               | 176,592      |
| 1878.....            | 90,386                    | 155,138                 | 68,928                                        | 11,438              | 235,504      |
| 1879.....            | 55,874                    | 115,683                 | 62,213                                        | 15,135              | 193,031      |
| 1880.....            | 46,374                    | 101,720                 | 32,791                                        | 22,899              | 157,410      |
| 1881.....            | 54,488                    | 125,766                 | 81,189                                        | 73,504              | 280,459      |
| 1882.....            | 93,965                    | 188,084                 | 35,817                                        | 58,369              | 282,270      |
| 1883.....            | 110,226                   | 210,349                 | 26,443                                        | 28,638              | 265,430      |
| 1884.....            | 84,046                    | 178,419                 | 16,664                                        | 30,431              | 225,514      |
| 1885.....            | 48,128                    | 121,010                 | 11,220                                        | 26,826              | 159,056      |
| 1886.....            | 30,624                    | 64,458                  | 10,595                                        | 20,400              | 95,453       |
| 1887.....            | 24,035                    | 83,061                  | 10,901                                        | 56,488              | 150,450      |
| 1888.....            | 33,813                    | 105,125                 | 11,859                                        | 101,103             | 218,087      |
| 1889.....            | 39,983                    | 111,852                 | 12,202                                        | 107,080             | 231,134      |
| 1890.....            | 78,577                    | 169,091                 | 16,506                                        | 108,526             | 294,123      |
| 1891.....            | 105,491                   | 237,462                 | 19,984                                        | 111,856             | 369,302      |
| 1892.....            | 60,624                    | 138,863                 | 14,801                                        | 45,969              | 199,633      |
| 1893.....            | 37,091                    | 102,830                 | 9,538                                         | 99,271              | 211,639      |
| 1894.....            | 28,665                    | 80,099                  | 9,111                                         | 41,985              | 131,195      |
| 1895.....            | 26,783                    | 67,127                  | 8,122                                         | 36,353              | 111,602      |

## No. 27.—COMPARISON OF THE NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES DURING THE PAST TWO YEARS.

|                                   | 1894.      |              | 1895.      |              | Increase, 1895. |              | Decrease, 1895. |              |
|-----------------------------------|------------|--------------|------------|--------------|-----------------|--------------|-----------------|--------------|
|                                   | <i>No.</i> | <i>Tons.</i> | <i>No.</i> | <i>Tons.</i> | <i>No.</i>      | <i>Tons.</i> | <i>No.</i>      | <i>Tons.</i> |
| New England coast.....            | 192        | 28,665       | 145        | 26,783       | .....           | .....        | 47              | 1,882        |
| Middle Atlantic and Gulf coasts.. | 400        | 46,043       | 308        | 33,200       | .....           | .....        | 92              | 12,843       |
| Pacific coast.....                | 58         | 5,391        | 74         | 7,144        | 16              | 1,753        | .....           | .....        |
| Northern lakes.....               | 106        | 41,985       | 93         | 36,353       | .....           | .....        | 13              | 5,632        |
| Western rivers.....               | 82         | 9,111        | 74         | 8,122        | .....           | .....        | 8               | 989          |
| Total.....                        | 838        | 131,195      | 694        | 111,602      | 16              | 1,753        | 160             | 21,346       |



No. 28.—STATEMENT SHOWING THE CLASS, NUMBER, AND TONNAGE OF SAILING AND THE NUMBER AND TONNAGE OF STEAM VESSELS BUILT IN THE UNITED STATES FROM 1797 TO 1895, INCLUSIVE.

| YEAR ENDING—            | SAILING VESSELS.  |        |             |                                  |          |             | STEAM VESSELS. |             | TOTAL.   |             |
|-------------------------|-------------------|--------|-------------|----------------------------------|----------|-------------|----------------|-------------|----------|-------------|
|                         | Class and number. |        |             |                                  | Total.   |             | Num-ber.       | Tons.       | Num-ber. | Tons.       |
|                         | Ships and barks   | Brigs. | Schoon-ers. | Sloops, canal-boats, and barges. | Num-ber. | Tons.       |                |             |          |             |
| Dec. 31, 1797.....      |                   |        |             |                                  |          |             |                |             |          | 57, 679.00  |
| 1798.....               | 34                | 53     | 401         | 147                              | 635      |             |                |             | 635      | 49, 435.04  |
| 1799.....               | 87                | 131    | 382         | 167                              | 767      |             |                |             | 767      | 77, 921.78  |
| 1800.....               | 128               | 176    | 487         | 204                              | 995      |             |                |             | 995      | 106, 261.56 |
| 1801.....               |                   |        |             |                                  |          |             |                |             |          | 124, 755.28 |
| 1802 <sup>1</sup> ..... |                   |        |             |                                  |          |             |                |             |          |             |
| 1803.....               |                   |        |             |                                  |          |             |                |             |          | 88, 448.40  |
| 1804.....               |                   |        |             |                                  |          |             |                |             |          | 103, 753.91 |
| 1805.....               |                   |        |             |                                  |          |             |                |             |          | 128, 507.08 |
| 1806.....               |                   |        |             |                                  |          |             |                |             |          | 126, 093.29 |
| 1807.....               |                   |        |             |                                  |          |             |                |             |          | 99, 783.92  |
| 1808.....               |                   |        |             |                                  |          |             |                |             |          | 31, 755.34  |
| 1809.....               |                   |        |             |                                  |          |             |                |             |          | 91, 397.55  |
| 1810.....               |                   |        |             |                                  |          |             |                |             |          | 127, 575.86 |
| 1811.....               |                   |        |             |                                  |          |             |                |             |          | 146, 691.82 |
| 1812.....               |                   |        |             |                                  |          | 84, 691.42  | 4              | 457.08      |          | 85, 148.50  |
| 1813.....               | 3                 | 21     | 212         | 128                              | 364      | 31, 153.40  | 7              | 1, 429.66   | 371      | 32, 583.11  |
| 1814.....               | 3                 | 11     | 312         | 162                              | 488      | 29, 039.90  | 2              | 711.65      | 490      | 29, 751.60  |
| 1815.....               | 136               | 224    | 680         | 284                              | 1, 324   | 154, 624.39 | 5              | 954.65      | 1, 329   | 155, 579.09 |
| 1816.....               | 76                | 133    | 781         | 424                              | 1, 414   | 131, 667.86 | 17             | 3, 518.89   | 1, 431   | 135, 186.80 |
| 1817.....               | 34                | 90     | 559         | 394                              | 1, 077   | 86, 393.37  | 10             | 1, 233.28   | 1, 087   | 87, 626.65  |
| 1818.....               | 53                | 85     | 428         | 332                              | 898      | 82, 421.20  | 25             | 4, 925.29   | 923      | 87, 346.49  |
| 1819.....               | 53                | 82     | 473         | 240                              | 848      | 79, 379.45  | 28             | 7, 290.74   | 876      | 86, 670.24  |
| 1820.....               | 22                | 60     | 301         | 152                              | 535      | 47, 784.01  | 22             | 3, 610.58   | 557      | 51, 394.59  |
| 1821.....               | 43                | 89     | 248         | 127                              | 507      | 55, 856.02  | 12             | 1, 419.10   | 519      | 57, 275.12  |
| 1822.....               | 64                | 131    | 260         | 168                              | 623      | 75, 346.93  | 16             | 2, 222.31   | 639      | 77, 569.29  |
| 1823.....               | 55                | 127    | 260         | 165                              | 607      | 72, 758.49  | 23             | 3, 099.16   | 630      | 75, 857.65  |
| 1824.....               | 56                | 156    | 377         | 166                              | 755      | 86, 851.72  | 38             | 5, 946.28   | 793      | 92, 798.05  |
| 1825.....               | 56                | 197    | 538         | 168                              | 959      | 109, 546.73 | 41             | 6, 917.65   | 1, 000   | 116, 464.43 |
| 1826.....               | 71                | 187    | 482         | 227                              | 967      | 118, 094.37 | 66             | 12, 279.30  | 1, 033   | 130, 373.67 |
| 1827.....               | 58                | 135    | 464         | 242                              | 899      | 97, 474.80  | 52             | 8, 981.70   | 951      | 106, 456.55 |
| 1828.....               | 73                | 108    | 474         | 197                              | 852      | 92, 879.28  | 34             | 6, 085.03   | 886      | 98, 964.31  |
| 1829.....               | 44                | 68     | 484         | 145                              | 741      | 68, 216.44  | 55             | 11, 192.18  | 796      | 79, 408.62  |
| 1830.....               | 25                | 56     | 403         | 116                              | 600      | 51, 491.51  | 48             | 7, 068.89   | 648      | 58, 560.45  |
| 1831.....               | 72                | 95     | 416         | 94                               | 677      | 80, 231.14  | 35             | 5, 324.44   | 712      | 85, 556.58  |
| 1832.....               | 132               | 143    | 568         | 122                              | 965      | 129, 143.03 | 100            | 15, 401.13  | 1, 065   | 144, 544.16 |
| 1833.....               | 144               | 169    | 624         | 185                              | 1, 122   | 150, 758.05 | 65             | 10, 734.25  | 1, 187   | 161, 492.30 |
| 1834.....               | 98                | 94     | 497         | 180                              | 869      | 105, 332.54 | 88             | 13, 057.30  | 957      | 118, 389.84 |
| Sept. 30, 1835.....     | 43                | 55     | 391         | 164                              | 653      | 64, 338.13  | 72             | 10, 769.76  | 725      | 75, 107.89  |
| 1836.....               | 93                | 65     | 444         | 164                              | 766      | 93, 016.79  | 145            | 23, 218.57  | 911      | 116, 230.41 |
| 1837.....               | 67                | 72     | 507         | 168                              | 814      | 92, 458.49  | 158            | 33, 455.09  | 972      | 125, 913.58 |
| 1838.....               | 66                | 79     | 510         | 153                              | 808      | 91, 747.79  | 105            | 24, 158.09  | 913      | 115, 905.88 |
| 1839.....               | 83                | 89     | 439         | 124                              | 735      | 100, 363.10 | 164            | 24, 897.59  | 899      | 125, 260.69 |
| 1840.....               | 97                | 109    | 378         | 224                              | 808      | 106, 518.35 | 87             | 14, 685.51  | 895      | 121, 203.86 |
| 1841.....               | 114               | 102    | 319         | 150                              | 685      | 100, 117.12 | 108            | 23, 543.81  | 793      | 123, 660.93 |
| 1842.....               | 116               | 91     | 274         | 606                              | 887      | 105, 256.15 | 140            | 24, 550.15  | 1, 027   | 129, 806.30 |
| June 30, 1843.....      | 58                | 34     | 138         | 174                              | 404      | 50, 050.52  | 79             | 13, 837.67  | 483      | 63, 888.24  |
| 1844.....               | 73                | 47     | 204         | 279                              | 603      | 71, 506.66  | 163            | 32, 030.58  | 766      | 103, 537.29 |
| 1845.....               | 124               | 87     | 322         | 342                              | 875      | 112, 362.08 | 163            | 33, 680.38  | 1, 038   | 146, 042.46 |
| 1846.....               | 100               | 164    | 576         | 355                              | 1, 195   | 141, 844.22 | 225            | 46, 359.71  | 1, 420   | 188, 203.93 |
| 1847.....               | 151               | 168    | 689         | 392                              | 1, 400   | 193, 403.38 | 197            | 50, 230.02  | 1, 597   | 243, 633.40 |
| 1848.....               | 254               | 174    | 701         | 547                              | 1, 076   | 265, 549.53 | 175            | 52, 526.01  | 1, 851   | 318, 075.54 |
| 1849.....               | 198               | 148    | 623         | 370                              | 1, 339   | 213, 970.81 | 215            | 43, 018.01  | 1, 554   | 256, 988.82 |
| 1850.....               | 247               | 117    | 554         | 307                              | 1, 225   | 227, 997.51 | 197            | 51, 258.35  | 1, 422   | 279, 255.86 |
| 1851.....               | 211               | 65     | 522         | 325                              | 1, 123   | 221, 145.89 | 245            | 78, 326.47  | 1, 368   | 299, 472.41 |
| 1852.....               | 255               | 79     | 585         | 265                              | 1, 184   | 269, 821.81 | 268            | 85, 534.33  | 1, 452   | 355, 356.19 |
| 1853.....               | 270               | 95     | 681         | 391                              | 1, 437   | 322, 339.12 | 280            | 95, 155.67  | 1, 717   | 427, 494.79 |
| 1854.....               | 334               | 112    | 661         | 396                              | 1, 493   | 447, 216.26 | 284            | 88, 829.82  | 1, 777   | 536, 046.13 |
| 1855.....               | 381               | 126    | 605         | 669                              | 1, 781   | 510, 689.67 | 246            | 72, 760.32  | 2, 027   | 583, 450.04 |
| 1856.....               | 306               | 103    | 594         | 479                              | 1, 482   | 404, 054.39 | 232            | 65, 239.34  | 1, 714   | 469, 293.73 |
| 1857.....               | 251               | 58     | 504         | 358                              | 1, 171   | 304, 345.18 | 272            | 74, 459.52  | 1, 443   | 378, 804.70 |
| 1858.....               | 122               | 46     | 431         | 400                              | 999      | 179, 338.53 | 242            | 65, 374.34  | 1, 241   | 244, 712.87 |
| 1859.....               | 89                | 28     | 297         | 284                              | 698      | 121, 296.83 | 177            | 35, 305.45  | 875      | 156, 602.33 |
| 1860.....               | 110               | 36     | 372         | 289                              | 807      | 145, 427.58 | 275            | 69, 370.07  | 1, 082   | 214, 797.65 |
| 1861.....               | 110               | 39     | 360         | 371                              | 880      | 172, 207.94 | 266            | 60, 986.36  | 1, 146   | 233, 194.35 |
| 1862.....               | 60                | 17     | 207         | 397                              | 681      | 119, 626.67 | 183            | 55, 449.17  | 864      | 175, 075.84 |
| 1863.....               | 97                | 34     | 212         | 1, 113                           | 1, 456   | 216, 812.14 | 360            | 94, 233.67  | 1, 816   | 311, 045.81 |
| 1864.....               | 112               | 45     | 322         | 1, 389                           | 1, 868   | 268, 240.76 | 520            | 147, 499.83 | 2, 388   | 415, 740.64 |
| 1865.....               | 109               | 46     | 370         | 853                              | 1, 378   | 248, 904.35 | 411            | 145, 696.35 | 1, 789   | 394, 600.70 |
| 1866.....               | 96                | 61     | 457         | 926                              | 1, 540   | 210, 962.84 | 358            | 125, 183.72 | 1, 898   | 336, 146.56 |

\* <sup>1</sup> No record.



## No. 28.—STATEMENT SHOWING THE CLASS, NUMBER, AND TONNAGE OF SAILING AND THE NUMBER AND TONNAGE OF STEAM VESSELS, ETC.—Continued.

| YEAR ENDING—      | SAILING VESSELS.  |        |             |                                  |          |            | STEAM VESSELS. |            | TOTAL.   |            |
|-------------------|-------------------|--------|-------------|----------------------------------|----------|------------|----------------|------------|----------|------------|
|                   | Class and number. |        |             |                                  | Total.   |            | Num-ber.       | Tons.      | Num-ber. | Tons.      |
|                   | Ships and barks   | Brigs. | Schoon-ers. | Sloops, canal-boats, and barges. | Num-ber. | Tons.      |                |            |          |            |
| June 30, 1867.... | 95                | 70     | 517         | 657                              | 1,339    | 233,584.53 | 179            | 72,010.33  | 1,518    | 305,594.86 |
| 1868....          | 80                | 48     | 590         | 848                              | 1,566    | 221,364.67 | 236            | 63,940.06  | 1,802    | 285,304.73 |
| 1869....          | 91                | 36     | 501         | 820                              | 1,448    | 210,164.16 | 279            | 65,065.99  | 1,727    | 275,230.15 |
| 1870....          | 73                | 27     | 519         | 709                              | 1,328    | 206,332.39 | 290            | 70,620.92  | 1,616    | 276,953.31 |
| 1871....          | 40                | 14     | 498         | 901                              | 1,453    | 185,384.02 | 302            | 87,842.49  | 1,755    | 273,226.51 |
| 1872....          | 15                | 10     | 426         | 900                              | 1,351    | 146,842.57 | 292            | 62,209.65  | 1,643    | 209,052.22 |
| 1873....          | 28                | 9      | 611         | 1,221                            | 1,869    | 271,235.10 | 402            | 88,010.66  | 2,271    | 359,245.76 |
| 1874....          | 71                | 22     | 655         | 995                              | 1,743    | 330,795.25 | 404            | 101,929.92 | 2,147    | 432,725.17 |
| 1875....          | 114               | 22     | 502         | 340                              | 978      | 235,178.95 | 323            | 62,459.84  | 1,301    | 297,638.79 |
| 1876....          | 76                | 5      | 424         | 269                              | 774      | 134,333.72 | 338            | 69,251.91  | 1,112    | 203,585.63 |
| 1877....          | 71                | 4      | 337         | 352                              | 764      | 129,077.45 | 265            | 47,514.51  | 1,029    | 176,591.06 |
| 1878....          | 81                | 7      | 279         | 557                              | 924      | 153,643.97 | 334            | 81,859.60  | 1,258    | 235,503.57 |
| 1879....          | 37                | 10     | 256         | 494                              | 797      | 106,669.34 | 335            | 86,361.35  | 1,132    | 193,030.69 |
| 1880....          | 23                | 2      | 286         | 243                              | 554      | 78,556.20  | 348            | 78,853.70  | 902      | 157,409.90 |
| 1881....          | 29                | 3      | 318         | 314                              | 664      | 162,388.09 | 444            | 118,070.55 | 1,108    | 280,458.64 |
| 1882....          | 31                | 2      | 473         | 363                              | 869      | 160,427.07 | 502            | 121,842.66 | 1,371    | 282,269.73 |
| 1883....          | 33                | 2      | 567         | 227                              | 829      | 158,200.13 | 439            | 107,229.78 | 1,268    | 265,429.91 |
| 1884....          | 24                | 2      | 533         | 221                              | 780      | 134,186.53 | 410            | 91,327.47  | 1,190    | 225,514.00 |
| 1885....          | 11                | 0      | 379         | 192                              | 582      | 74,723.44  | 338            | 84,332.75  | 920      | 159,056.19 |
| 1886....          | 8                 | 1      | 276         | 190                              | 475      | 50,985.57  | 240            | 44,467.82  | 715      | 95,453.39  |
| 1887....          | 7                 | 1      | 258         | 279                              | 545      | 50,376.16  | 299            | 100,073.87 | 844      | 150,450.03 |
| 1888....          | 4                 | 0      | 275         | 305                              | 584      | 76,080.36  | 430            | 142,006.52 | 1,014    | 218,086.88 |
| 1889....          | 1                 | 0      | 296         | 340                              | 637      | 71,816.02  | 440            | 159,318.31 | 1,077    | 231,134.33 |
| 1890....          | 10                | 0      | 347         | 284                              | 641      | 135,077.08 | 410            | 159,045.68 | 1,051    | 294,122.76 |
| 1891....          | 13                | 1      | 447         | 435                              | 896      | 184,265.47 | 488            | 185,036.82 | 1,384    | 369,302.29 |
| 1892....          | 8                 | 0      | 423         | 526                              | 957      | 107,101.98 | 438            | 92,531.07  | 1,395    | 199,633.05 |
| 1893....          | 8                 | 1      | 303         | 264                              | 576      | 77,271.38  | 380            | 134,367.97 | 956      | 211,639.35 |
| 1894....          | 3                 | 0      | 253         | 289                              | 545      | 47,475.28  | 293            | 83,720.07  | 838      | 131,195.35 |
| 1895....          | 1                 | 0      | 188         | 257                              | 446      | 41,848.60  | 248            | 69,753.63  | 694      | 111,602.23 |



No. 29.—STATEMENT SHOWING THE TONNAGE OF VESSELS OF THE UNITED STATES  
SOLD TO FOREIGNERS DURING EACH YEAR FROM 1821 TO 1895, INCLUSIVE.

| Year ending—                      | Regis-<br>tered. | Enrolled<br>and<br>licensed. | Total.       | Year ending—       | Regis-<br>tered. | Enrolled<br>and<br>licensed. | Total.       |
|-----------------------------------|------------------|------------------------------|--------------|--------------------|------------------|------------------------------|--------------|
|                                   | <i>Tons.</i>     | <i>Tons.</i>                 | <i>Tons.</i> |                    | <i>Tons.</i>     | <i>Tons.</i>                 | <i>Tons.</i> |
| Dec. 31, 1821.....                | 8,350            | .....                        | 8,350        | June 30, 1859..... | 30,765           | 85                           | 30,850       |
| 1822.....                         | 5,710            | .....                        | 5,710        | 1860.....          | 17,073           | 345                          | 17,418       |
| 1823.....                         | 9,269            | .....                        | 9,269        | 1861.....          | 26,503           | 146                          | 26,649       |
| 1824.....                         | 12,818           | .....                        | 12,818       | 1862.....          | 114,939          | 2,817                        | 117,756      |
| 1825.....                         | 9,949            | .....                        | 9,949        | 1863.....          | 217,126          | 5,073                        | 222,199      |
| 1826.....                         | 13,994           | .....                        | 13,994       | 1864.....          | 291,383          | 9,482                        | 300,865      |
| 1827.....                         | 19,043           | .....                        | 19,043       | 1865.....          | 128,197          | 5,635                        | 133,832      |
| 1828.....                         | 14,678           | .....                        | 14,678       | 1866.....          | 21,678           | 439                          | 22,117       |
| 1829.....                         | 14,093           | .....                        | 14,093       | 1867.....          | 9,016            | 72                           | 9,088        |
| 1830.....                         | 10,059           | .....                        | 10,059       | 1868.....          | 10,664           | 3,093                        | 13,757       |
| 1831.....                         | 9,750            | .....                        | 9,750        | 1869.....          | 18,652           | 411                          | 19,063       |
| 1832.....                         | 6,083            | .....                        | 6,083        | 1870.....          | 16,545           | 534                          | 17,079       |
| 1833.....                         | 2,932            | .....                        | 2,932        | 1871.....          | 10,768           | 2,766                        | 13,534       |
| 1834.....                         | 4,725            | .....                        | 4,725        | 1872.....          | 18,637           | 935                          | 19,572       |
| Sept. 30, 1835 <sup>1</sup> ..... | 7,617            | .....                        | 7,617        | 1873.....          | 27,995           | 1,768                        | 29,763       |
| 1836.....                         | 10,509           | .....                        | 10,509       | 1874.....          | 73,215           | 3,839                        | 77,054       |
| 1837.....                         | 9,916            | .....                        | 9,916        | 1875.....          | 22,557           | 2,984                        | 25,541       |
| 1838.....                         | 5,386            | .....                        | 5,386        | 1876.....          | 29,808           | 3,445                        | 33,253       |
| 1839.....                         | 5,769            | .....                        | 5,769        | 1877.....          | 22,459           | 2,265                        | 24,724       |
| 1840.....                         | 13,837           | .....                        | 13,837       | 1878.....          | 36,872           | 6,735                        | 43,607       |
| 1841.....                         | 12,713           | .....                        | 12,713       | 1879.....          | 37,518           | 5,794                        | 43,312       |
| 1842.....                         | 7,770            | .....                        | 7,770        | 1880.....          | 19,152           | 7,731                        | 26,883       |
| June 30, 1843 <sup>1</sup> .....  | 8,818            | 385                          | 9,203        | 1881.....          | 27,254           | 1,417                        | 28,671       |
| 1844.....                         | 7,227            | .....                        | 7,227        | 1882.....          | 15,166           | 3,091                        | 18,257       |
| 1845.....                         | 8,023            | 346                          | 8,369        | 1883.....          | 34,729           | 2,656                        | 37,385       |
| 1846.....                         | 10,932           | .....                        | 10,932       | 1884.....          | 26,547           | 2,175                        | 28,722       |
| 1847.....                         | 13,908           | 3,061                        | 16,969       | 1885.....          | 21,961           | 4,252                        | 26,213       |
| 1848.....                         | 11,079           | 1,377                        | 12,456       | 1886.....          | 31,617           | 1,446                        | 33,063       |
| 1849.....                         | 12,506           | 115                          | 12,621       | 1887.....          | 20,238           | 1,884                        | 22,122       |
| 1850.....                         | 13,468           | .....                        | 13,468       | 1888.....          | 9,880            | 1,236                        | 11,116       |
| 1851.....                         | 15,247           | .....                        | 15,247       | 1889.....          | 7,676            | 2,195                        | 9,871        |
| 1852.....                         | 17,612           | 309                          | 17,921       | 1890.....          | 12,087           | 1,235                        | 13,322       |
| 1853.....                         | 10,035           | .....                        | 10,035       | 1891.....          | 7,776            | 1,634                        | 9,410        |
| 1854.....                         | 59,244           | 789                          | 60,033       | 1892.....          | 13,353           | 1,976                        | 15,329       |
| 1855.....                         | 65,887           | .....                        | 65,887       | 1893.....          | 14,762           | 633                          | 15,395       |
| 1856.....                         | 41,854           | 314                          | 42,168       | 1894.....          | 14,065           | 6,513                        | 20,578       |
| 1857.....                         | 51,791           | 858                          | 52,649       | 1895.....          | 11,942           | 2,052                        | 13,994       |
| 1858.....                         | 25,926           | 379                          | 26,305       |                    |                  |                              |              |

<sup>1</sup> Nine months.



No. 30.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF SAILING AND STEAM YACHTS BELONGING TO CITIZENS OF THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| DISTRICT AND PORT IN WHICH DOCUMENTED. | SAILING YACHTS. |          |           |          | STEAM YACHTS. |       |           |        | TOTAL.    |           |           |          |
|----------------------------------------|-----------------|----------|-----------|----------|---------------|-------|-----------|--------|-----------|-----------|-----------|----------|
|                                        | Enrolled.       |          | Licensed. |          | Enrolled.     |       | Licensed. |        | Enrolled. |           | Licensed. |          |
|                                        | No.             | Tons.    | No.       | Tons.    | No.           | Tons. | No.       | Tons.  | No.       | Tons.     | No.       | Tons.    |
| Passamaquoddy.....                     |                 |          |           |          |               |       | 1         | 16.31  |           |           | 1         | 16.31    |
| Frenchmans Bay.....                    |                 |          | 1         | 8.08     |               |       | 1         | 14.67  |           |           | 2         | 22.75    |
| Belfast.....                           |                 |          | 3         | 31.27    |               |       | 2         | 24.95  | 1         | 85.50     | 5         | 56.22    |
| Waldoboro.....                         |                 |          | 2         | 24.78    |               |       |           |        |           |           | 2         | 24.78    |
| Wiscasset.....                         |                 |          | 5         | 39.43    |               |       |           |        |           |           | 5         | 39.43    |
| Bath.....                              |                 |          |           |          | 1             | 56.40 |           |        | 1         | 56.40     |           |          |
| Portland and Falmouth.....             | 4               | 131.03   | 2         | 15.95    |               |       | 3         | 42.01  | 4         | 131.03    | 5         | 57.96    |
| Kennebunk.....                         |                 |          | 1         | 8.36     |               |       |           |        |           |           | 1         | 8.36     |
| Newburyport.....                       |                 |          | 2         | 21.12    |               |       | 2         | 25.68  | 1         | 94.25     | 4         | 46.80    |
| Gloucester.....                        | 2               | 132.84   | 7         | 71.51    |               |       |           |        | 2         | 132.84    | 7         | 71.51    |
| Salem and Beverly.....                 | 1               | 43.38    | 3         | 24.96    |               |       |           |        | 4         | 350.82    | 5         | 71.52    |
| Marblehead.....                        | 3               | 76.13    | 9         | 85.13    |               |       | 1         | 10.46  | 3         | 76.13     | 10        | 95.59    |
| Boston and Charlestown.....            | 43              | 2,149.53 | 101       | 1,122.10 |               |       | 27        | 649.21 | 63        | 4,113.27  | 128       | 1,771.31 |
| Plymouth.....                          |                 |          |           |          | 2             | 83.66 |           |        | 2         | 83.66     |           |          |
| Barnstable.....                        |                 |          | 8         | 75.87    |               |       | 1         | 17.62  |           |           | 9         | 93.49    |
| Edgartown.....                         |                 |          | 2         | 14.50    |               |       |           |        |           |           | 2         | 14.50    |
| New Bedford.....                       | 2               | 85.26    | 19        | 202.65   |               |       | 2         | 55.06  | 2         | 85.26     | 21        | 257.71   |
| Fall River.....                        |                 |          | 7         | 72.02    |               |       | 1         | 10.21  |           |           | 8         | 82.23    |
| Providence.....                        |                 |          | 14        | 147.83   |               |       | 5         | 98.41  | 6         | 326.76    | 19        | 246.24   |
| Bristol and Warren.....                |                 |          | 2         | 17.60    |               |       | 3         | 60.17  | 3         | 135.26    | 5         | 77.77    |
| Newport.....                           | 3               | 99.61    | 7         | 68.52    |               |       | 4         | 69.81  | 6         | 388.74    | 11        | 136.33   |
| New London.....                        | 2               | 163.80   | 7         | 66.68    |               |       | 1         | 15.41  | 6         | 1,219.69  | 8         | 82.09    |
| Hartford.....                          | 1               | 140.38   | 2         | 14.89    |               |       | 5         | 85.41  | 4         | 311.95    | 7         | 100.30   |
| New Haven.....                         | 1               | 72.56    | 9         | 101.83   |               |       | 1         | 9.58   | 1         | 72.56     | 10        | 111.41   |
| Fairfield.....                         | 2               | 122.71   | 12        | 131.29   |               |       | 4         | 63.90  | 2         | 122.71    | 16        | 195.19   |
| New York.....                          | 133             | 7,055.07 | 170       | 1,907.51 |               |       | 47        | 930.42 | 214       | 18,105.07 | 217       | 2,837.93 |
| Sag Harbor.....                        | 3               | 183.95   | 9         | 91.28    |               |       |           |        | 4         | 275.02    | 9         | 91.28    |
| Champlain.....                         |                 |          |           |          |               |       | 1         | 9.13   |           |           | 1         | 9.13     |
| Oswegatchie.....                       |                 |          |           |          |               |       | 2         | 35.95  |           |           | 2         | 35.95    |
| Cape Vincent.....                      | 4               | 174.70   |           |          |               |       | 6         | 107.25 | 7         | 332.60    | 6         | 107.25   |
| Oswego.....                            |                 |          | 3         | 37.78    |               |       | 2         | 49.11  |           |           | 5         | 86.89    |
| Genesee.....                           | 3               | 58.92    |           |          |               |       |           |        | 4         | 163.79    |           |          |
| Niagara.....                           |                 |          |           |          |               |       |           |        | 2         | 47.97     |           |          |
| Buffalo Creek.....                     |                 |          |           |          |               |       | 3         | 59.57  | 3         | 181.72    | 3         | 59.57    |
| Newark.....                            | 2               | 105.46   |           |          |               |       | 1         | 16.98  |           |           | 2         | 24.42    |
| Perth Amboy.....                       |                 |          | 1         | 7.44     |               |       | 1         | 21.24  |           |           | 3         | 35.15    |
| Little Egg Harbor.....                 |                 |          | 2         | 13.91    |               |       |           |        |           |           | 1         | 13.29    |
| Great Egg Harbor.....                  |                 |          | 1         | 18.29    |               |       |           |        |           |           | 2         | 19.59    |
| Burlington.....                        |                 |          | 1         | 10.08    |               |       | 1         | 9.51   |           |           |           |          |
| Philadelphia.....                      | 12              | 457.59   | 19        | 216.96   |               |       |           |        | 1         | 30.82     |           |          |
| Erie.....                              | 1               | 9.01     | 1         | 5.30     |               |       | 7         | 109.33 | 19        | 1,255.65  | 26        | 326.29   |
|                                        |                 |          |           |          |               |       |           |        | 2         | 83.91     | 1         | 5.30     |



|                        |     |           |     |          |     |           |     |          |
|------------------------|-----|-----------|-----|----------|-----|-----------|-----|----------|
| Pittsburg              | 1   | 91.93     | 1   | 57.60    | 1   | 91.93     | 6   | 57.60    |
| Delaware               | 1   | 69.02     | 1   | 19.21    | 1   | 571.26    | 2   | 24.49    |
| Baltimore              | 4   | 120.21    | 6   | 124.37   | 7   | 349.78    | 13  | 208.29   |
| Annapolis              | 1   | 56.66     | 1   | 36.61    | 2   | 56.66     | 3   | 47.02    |
| District of Columbia   |     |           |     | 8.11     | 1   |           | 1   | 8.11     |
| Richmond               |     |           |     |          | 1   |           | 1   | 12.03    |
| Yorktown               |     |           |     |          | 1   |           | 1   | 10.91    |
| Norfolk and Portsmouth |     |           |     |          | 1   |           | 1   | 18.56    |
| Wilmington             |     |           |     |          | 1   |           | 1   | 6.22     |
| Charleston             |     |           |     |          | 1   |           | 1   | 14.92    |
| St. Johns              |     |           |     |          | 1   | 54.53     | 1   | 14.92    |
| St. Augustine          |     |           |     |          | 1   |           | 1   | 26.25    |
| Key West               |     |           |     |          | 1   |           | 1   | 8.01     |
| Tampa                  |     |           |     |          | 1   |           | 1   | 14.82    |
| Pearl River            |     |           |     |          | 1   |           | 1   | 23.03    |
| New Orleans            | 2   | 57.83     | 1   | 15.49    | 1   |           | 2   | 25.76    |
| Memphis                |     |           |     |          | 1   |           | 1   | 13.28    |
| St. Louis              |     |           |     |          | 3   |           | 3   | 30.23    |
| Duluth                 |     |           |     |          | 2   | 96.11     | 2   | 96.11    |
| Milwaukee              |     |           |     |          | 1   |           | 1   | 25.07    |
| Chicago                | 6   | 225.60    | 16  | 154.74   | 7   | 392.69    | 6   | 94.73    |
| Evansville             |     |           |     |          | 1   |           | 1   | 36.46    |
| Michigan               |     |           |     |          | 1   | 57.07     | 1   | 85.45    |
| Superior               | 2   | 28.38     |     |          | 6   | 296.88    | 9   | 372.39   |
| Huron                  | 3   | 75.51     |     |          | 23  | 951.51    | 24  | 959.67   |
| Detroit                | 1   | 8.16      | 1   | 6.29     | 1   | 158.58    | 1   | 6.29     |
| Miami                  |     |           |     |          | 1   |           | 1   | 158.58   |
| Sandusky               |     |           |     |          | 1   |           | 1   | 10.64    |
| Cuyaboga               | 3   | 151.75    | 7   | 70.53    | 4   | 463.69    | 7   | 70.53    |
| San Francisco          | 1   | 82.73     |     |          |     |           | 1   | 82.73    |
| Puget Sound            | 1   | 21.16     | 12  | 109.91   |     |           | 1   | 21.16    |
| Total                  | 251 | 12,276.15 | 489 | 5,260.66 | 194 | 20,268.45 | 171 | 3,172.13 |
|                        |     |           |     |          |     | 32,544.60 | 660 | 8,432.79 |



NO. 31.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| DISTRICT IN WHICH BUILT.    | SAILING YACHTS. |        | STEAM YACHTS. |          | TOTAL. |          |
|-----------------------------|-----------------|--------|---------------|----------|--------|----------|
|                             | No.             | Tons.  | No.           | Tons.    | No.    | Tons.    |
| Bangor.....                 | 1               | 24.98  |               |          | 1      | 24.98    |
| Belfast.....                |                 |        | 1             | 85.50    | 1      | 85.50    |
| Waldoboro.....              | 2               | 15.78  |               |          | 2      | 15.78    |
| Portland and Falmouth.....  |                 |        | 2             | 23.17    | 2      | 23.17    |
| Newburyport.....            | 1               | 12.06  |               |          | 1      | 12.06    |
| Boston and Charlestown..... | 6               | 68.38  | 4             | 190.95   | 10     | 259.33   |
| Edgartown.....              | 1               | 6.40   |               |          | 1      | 6.40     |
| New Bedford.....            | 1               | 16.37  |               |          | 1      | 16.37    |
| Bristol and Warren.....     | 2               | 29.11  | 2             | 128.19   | 4      | 157.30   |
| New London.....             | 1               | 10.99  |               |          | 1      | 10.99    |
| Hartford.....               |                 |        | 1             | 30.30    | 1      | 30.30    |
| New York.....               | 12              | 199.19 | 6             | 211.30   | 18     | 410.49   |
| Bridgeton.....              |                 |        | 1             | 18.65    | 1      | 18.65    |
| Burlington.....             |                 |        | 1             | 30.82    | 1      | 30.82    |
| Delaware.....               | 2               | 78.22  | 1             | 98.58    | 3      | 176.80   |
| Baltimore.....              |                 |        | 2             | 35.74    | 2      | 35.74    |
| District of Columbia.....   | 1               | 10.14  | 2             | 36.61    | 3      | 46.75    |
| Richmond.....               |                 |        | 2             | 17.85    | 2      | 17.85    |
| San Francisco.....          | 1               | 9.09   |               |          | 1      | 9.09     |
| Puget Sound.....            | 4               | 31.16  |               |          | 4      | 31.16    |
| Erie.....                   | 1               | 9.01   |               |          | 1      | 9.01     |
| Cuyahoga.....               | 1               | 44.50  | 1             | 9.54     | 2      | 54.04    |
| Detroit.....                |                 |        | 2             | 122.36   | 2      | 122.36   |
| Huron.....                  |                 |        | 1             | 83.82    | 1      | 83.82    |
| Chicago.....                | 5               | 59.23  | 3             | 60.75    | 8      | 119.98   |
| Milwaukee.....              | 1               | 8.88   | 1             | 25.07    | 2      | 33.95    |
| St. Louis.....              |                 |        | 1             | 5.94     | 1      | 5.94     |
| Evansville.....             |                 |        | 1             | 5.48     | 1      | 5.48     |
| Pittsburg.....              |                 |        | 2             | 15.50    | 2      | 15.50    |
| Total.....                  | 43              | 633.49 | 37            | 1,236.12 | 80     | 1,869.61 |

NO. 32.—STATEMENT SHOWING THE NUMBER AND GROSS TONNAGE OF IRON AND STEEL YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, JUNE 30, 1895.

| PORT.                 | IRON.          |       | STEEL.          |        |               |        | TOTAL. |        |
|-----------------------|----------------|-------|-----------------|--------|---------------|--------|--------|--------|
|                       | Steam yachts.  |       | Sailing yachts. |        | Steam yachts. |        |        |        |
|                       | No.            | Tons. | No.             | Tons.  | No.           | Tons.  | No.    | Tons.  |
| New York, N. Y.....   | <sup>1</sup> 1 | 81.76 |                 |        |               |        | 1      | 81.76  |
| Wilmington, Del.....  |                |       | 1               | 69.02  | 1             | 98.58  | 2      | 167.60 |
| Cleveland, Ohio.....  |                |       | 1               | 44.50  | 1             | 9.54   | 2      | 54.04  |
| Port Huron, Mich..... |                |       |                 |        | 1             | 83.82  | 1      | 83.82  |
| St. Louis, Mo.....    |                |       |                 |        | 1             | 5.94   | 1      | 5.94   |
| Total.....            | 1              | 81.76 | 2               | 113.52 | 4             | 197.88 | 7      | 393.16 |

<sup>1</sup> Composite.



# Laws of the United States

RELATING TO

## Navigation and the Merchant Marine.

Part II of the Report of the Commissioner of Navigation to the  
Secretary of the Treasury, 1895.

WASHINGTON :

GOVERNMENT PRINTING OFFICE.

1895.



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# Laws of the United States Relating to Navigation and the Merchant Marine.

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TREASURY DEPARTMENT, BUREAU OF NAVIGATION,  
*Washington, D. C., July 1, 1895.*

SIR: The transaction of the business of this Bureau and of public offices directly or indirectly connected with it, and the convenience of the shipping interests of the United States, have rendered necessary for some time a compilation of the laws of the United States relating to navigation and the merchant marine. Such a compilation has also seemed desirable for reference by Congress in the consideration of further legislation bearing upon the subject.

The effort has been made to include in this volume only laws actually in force. Where sections of the Revised Statutes or other laws have been specifically repealed or amended by subsequent legislation the repealed portions of the law are omitted and the present, not the original, reading of amended sections is adopted. In the numerous instances where the effect of repealing or amendatory statutes upon previous legislation is not clear and specific both original and repealing or amendatory legislation have been incorporated.

The effort further has been made to confine the law included in this volume to the navigation law, meaning by that term the law relating to vessels. The line between this law and the customs law is not always clearly defined. The laws directly relating to duties on imports and to invoices are not included in this volume, while those relating to entry, clearance, and transportation by water have been comprised within its limits.

The scheme of arrangement will appear from the Table of Contents. The law has been divided into large divisions by subjects, called parts, while these parts have been subdivided into headed paragraphs. Experience has suggested this method of arrangement as the one best suited for ready reference, and as best adapted for bringing under one head and subhead various and widely scattered provisions of law relating to one subject. It is the method adopted in the recent consolidation of British laws into the Merchant Shipping Act of 1894.

For further convenience of reference is published a Table of Laws, giving the sections of the Revised Statutes and subsequent laws which have been included in this compilation, the date of enactment and



amendment, together with the paragraph and page of this compilation in which they may be found. The Table of Laws may be found at the end of the volume, together with the usual Alphabetical Index. A marginal reference gives the number of the section of the Revised Statutes included in each paragraph, or the date and section of the act, if enacted subsequent to the Revised Statutes, with the date of amendatory acts which have been incorporated in the paragraph. Where reference is made in a paragraph to a title or chapter of the Revised Statutes, the number of the sections comprised in such title or chapter has been printed in brackets. Reference to the Table of Laws at the end of the volume will show which of those sections have been included in this volume as pertinent and in force, and will also show the page and paragraph where they may be found. Fees payable by the masters and owners of vessels of the United States were in most instances abolished in 1886 and 1890, and, accordingly the statutes imposing such fees are not retained in this compilation, though they furnish the basis on which officers are compensated from the Treasury for services. The fees still payable by owners and masters may be found at the end of this volume.

Respectfully, yours,

EUGENE TYLER CHAMBERLAIN,  
*Commissioner*

Hon. J. G. CARLISLE,  
*Secretary of the Treasury.*



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## PART I.—VESSELS.

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### 1. *Definition of vessel.*

The word "vessel" includes every description of water-craft or other artificial contrivance used or capable of being used as a means of transportation on water. R. S., 3.

### 2. *Vessels of the United States.*

Vessels registered pursuant to law, and no others, except such as shall be duly qualified, according to law, for carrying on the coasting trade and fisheries, or one of them, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but they shall not enjoy the same longer than they shall continue to be wholly owned by citizens and to be commanded by a citizen of the United States. [See also Qualifications of officers, paragraph 53.] R. S., 4131.

### 3. *Registered vessels.*

Vessels built within the United States, and belonging wholly to citizens thereof, and vessels which may be captured in war by citizens of the United States, and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others, may be registered as directed in this title [R. S., 4131-4305]. R. S., 4132.

The [Secretary of the Treasury] Commissioner of Navigation may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States, if it shall be proved to the satisfaction of the [Secretary] Commissioner that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired. R. S., 4136.  
July 5, 1834.  
Sec. 2.



*4. Vessels not entitled to registry.*

R. S., 4134.

No vessel shall be entitled to be registered as a vessel of the United States, or, if registered, to the benefits of registry, if owned in whole or in part by any person naturalized in the United States, and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be a consul or other public agent of the United States. Nothing contained in this section shall be construed to prevent the registering anew of any vessel before registered, in case of a sale thereof in good faith to any citizen resident in the United States; but satisfactory proof of the citizenship of the person on whose account a vessel may be purchased shall be exhibited to the collector, before a new register shall be granted for such vessel.

R. S., 4133.

No vessel shall be entitled to be registered, or, if registered, to the benefits of registry, if owned in whole or in part by any citizen of the United States who usually resides in a foreign country, during the continuance of such residence, unless such citizen be a consul of the United States, or an agent for and a partner in some house of trade or copartnership, consisting of citizens of the United States actually carrying on trade within the United States.

R. S., 4135.

No vessel which has been recorded or registered as an American vessel of the United States, pursuant to law, and which was licensed or otherwise authorized to sail under a foreign flag, and to have the protection of any foreign government during the existence of the rebellion, shall be deemed or registered as a vessel of the United States, or shall have the rights and privileges of vessels of the United States, except under provisions of law especially authorizing such registry.

R. S., 4165.

No vessel which is registered, pursuant to any law of the United States, and which is seized or captured and condemned, under the authority of any foreign power, or which by sale becomes the property of a foreigner, shall be entitled to or capable of receiving a new register, notwithstanding such vessel should afterward become American property; but all such vessels shall be taken and considered, to all intents and purposes, as foreign vessels. Nothing in this section shall extend to or be construed to affect the person owning any vessel at the time of the seizure or capture of the same, or his executor or administrator, or shall prevent such owner or his executor or administrator, in case he regain a property in such vessel, so condemned, by purchase or otherwise, from claiming and receiving a new register for the same, as he otherwise might have done.

*5. Whaling vessels.*

R. S., 4339.

All vessels which may clear with registers for the purpose of engaging in the whale fishery shall be deemed to have lawful and sufficient papers for such voyages, securing the privileges and rights of registered vessels, and the privileges and exemptions of vessels enrolled and licensed for the fisheries.



#### 6. *Enrolled and licensed vessels.*

Vessels of twenty tons and upward, enrolled in pursuance of this Title [R. S., 4311–4390], and having a license in force, or vessels of less than twenty tons, which, although not enrolled, have a license in force, as required by this Title, and no others, shall be deemed vessels of the United States entitled to the privileges of vessels employed in the coasting-trade or fisheries.

R. S., 4311.

Any steamboat employed or intended to be employed only in a river or bay of the United States, owned wholly or in part by an alien resident within the United States, may be enrolled and licensed, as if the same belonged to a citizen of the United States, subject to all the provisions of this Title [R. S., 4311–4390], except that, in such case, no oath shall be required that the boat belongs to a citizen of the United States.

R. S., 4316.

Such resident alien, owner of any steamboat, upon application for enrollment or license, shall give bond to the collector of the district, for the use of the United States, in the penalty of one thousand dollars, with sufficient surety, conditioned that the boat shall not be employed in other waters than the rivers and bays of the United States.

R. S., 4317.

Any vessel of the United States, navigating the waters on the northern, northeastern, and northwestern frontiers, otherwise than by sea, shall be enrolled and licensed in such form as other vessels; such enrollment and license shall authorize any such vessel to be employed either in the coasting or foreign trade on such frontiers, and no certificate of registry shall be required for vessels so employed. Such vessel shall be, in every other respect, liable to the regulations and penalties relating to registered and licensed vessels.

R. S., 4318.

#### 7. *Licensed vessels under twenty tons.*

Before any vessel, of the burden of five tons, and less than twenty tons, shall be licensed, the same measurement shall be made of such vessel, and the same provisions observed relative thereto, as are to be observed in case of measuring vessels to be registered or enrolled; but in all cases, where such vessel or any other licensed vessel shall have been once measured, it shall not be necessary to measure such vessel anew, for the purpose of obtaining another enrollment or license, unless such vessel shall have undergone some alteration as to her burden, subsequent to the time of her former license.

R. S., 4331.

#### 8. *Undocumented vessels.*

The act [R. S., 4311–4385] to which this is a supplement shall not be so construed as to extend the provisions of the said act to canal boats or boats employed on the internal waters or canals of any State; and all such boats, excepting only such as are provided with sails or propelling machinery of their own adapted to lake or coastwise navigation, and excepting such as are employed in trade with

Apr. 18, 1874.



the Canadas, shall be exempt from the provisions of the said act, and from the payment of all customs and other fees under any act of Congress.

June 30, 1879.

The provisions of title fifty [R. S., 4311-4385] of the Revised Statutes of the United States shall not be so construed as to require the payment of any fee or charge for the enrolling or licensing of vessels, built in the United States and owned by citizens thereof, not propelled by sail or by internal motive power of their own, and not in any case carrying passengers, whether navigating the internal waters of a State or the navigable waters of the United States, and not engaged in trade with contiguous foreign territory, nor shall this or any existing law be construed to require the enrolling, registering or licensing of any flat boat, barge or like craft for the carriage of freight, not propelled by sail or by internal motive power of its own, on the rivers or lakes of the United States.

R. S., 4385.

Nothing in this Title [R. S., 4311-4385] shall be construed to extend to any boat or lighter not being masted, or if masted and not decked, employed in the harbor of any town or city.

#### 9. *Yachts.*

R. S., 4214.

Mar. 3, 1883.

Jan. 16, 1895.

Sec. 4.

The Secretary of the Treasury may cause yachts used and employed exclusively as pleasure vessels or designed as models of naval architecture, if built and owned in compliance with the provisions of sections forty-one hundred and thirty-three to forty-one hundred and thirty-five, to be licensed on terms which will authorize them to proceed from port to port of the United States, and by sea to foreign ports, without entering or clearing at the custom house, such license shall be in such form as the Secretary of the Treasury may prescribe. Such vessels, so enrolled and licensed, shall not be allowed to transport merchandise or carry passengers for pay. Such vessels shall have their name and port placed on some conspicuous portion of their hulls. Such vessels shall, in all respects, except as above, be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation of the provisions of this title [R. S., 4131-4305].

Jan. 16, 1895.

Sec. 4.

Sec. 5.

No licensed yacht shall engage in any trade, nor in any way violate the revenue laws of the United States; and every such yacht shall comply with the laws in all respects. Any master or owner violating the provisions of the preceding section shall be liable to the penalty of two hundred dollars, in addition to any other penalty imposed by law. The Secretary of the Treasury shall have power to remit or mitigate any such penalty if in his opinion it was incurred without negligence or intention of fraud.

R. S., 4217.

For the identification of yachts and their owners, a commission to sail for pleasure in any designated yacht belonging to any regularly organized and incorporated yacht club, stating the exemptions and privileges enjoyed under it, may be issued by the Secretary of the Treasury, and



shall be a token of credit to any United States official, and to the authorities of any foreign power, for privileges enjoyed under it.

All such licensed yachts shall use a signal of the form, size, and colors prescribed by the Secretary of the Navy; and the owners thereof shall at all times permit the naval architects in the employ of the United States to examine and copy the models of such yachts. R. S., 4215.

Yachts, belonging to a regularly organized yacht club of any foreign nation which shall extend like privileges to the yachts of the United States, shall have the privilege of entering or leaving any port of the United States without entering or clearing at the custom house thereof, or paying tonnage tax. R. S., 4216.

Every yacht visiting a foreign country under the provisions of the four preceding sections shall, on her return to the United States, make due entry at the custom-house of the port at which, on such return, she shall arrive. R. S., 4218.

#### 10. *Official number.*

The [Secretary of the Treasury] Commissioner of Navigation shall have power, under such regulations as he shall prescribe, to establish and provide a system of numbering vessels so registered, enrolled, and licensed; and each vessel so numbered shall have her number deeply carved or otherwise permanently marked on her main beam; and if at any time she shall cease to be so marked, such vessel shall be liable to a fine of thirty dollars on every arrival in a port of the United States if she have not her proper official number legally carved or permanently marked. R. S., 4177.  
July 5, 1884.

June 19, 1886.  
Sec. 6.

#### 11. *Name of vessel.*

The name of every documented vessel of the United States shall be marked upon each bow and upon the stern, and the home port shall also be marked upon the stern. These names shall be painted, or carved and gilded, in Roman letters in a light color on a dark ground, or in a dark color on a light ground, and to be distinctly visible. The smallest letters used shall not be less in size than four inches. If any vessels of the United States shall be found without these names being so marked the owner or owners shall be liable to a penalty of ten dollars for each name omitted. The word "port," as used in section forty-one hundred and seventy-eight shall be construed to mean either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside. R. S., 4178.

Feb. 21, 1891.

June 26, 1884.  
Sec. 21.

Every steam vessel of the United States, in addition to having her name painted on her stern, shall have the same conspicuously placed in distinct, plain letters, of not less than six inches in length on each outer side of the pilot-house, if it has such, and in case the vessel has side wheels, also on the outer side of each wheel-house; and if any such R. S., 4495.



Feb. 21, 1891. steamboat be found without having her name placed as required, she shall be subject to the same penalty as provided by law in the case of a vessel of the United States found without having her name, and the name of the port to which she belongs, painted on her stern.

**12. *Change of name.***

R. S., 4179. No master, owner, or agent of any vessel of the United States shall in any way change the name of such vessel, or by any device, advertisement, or contrivance deceive or attempt to deceive the public, or any officer or agent of the United States, or of any State, or any corporation or agent thereof, or any person or persons, as to the true name or character of such vessel, on pain of the forfeiture of such vessel.

July 5, 1884.  
Sec. 5. The Commissioner of Navigation shall, under the direction of the Secretary of the Treasury, be empowered to change the names of vessels of the United States, under such restrictions as may have been or shall be prescribed by act of Congress.

Mar. 2, 1881. The Secretary of the Treasury be, and hereby is, authorized to permit the owner or owners of any vessel duly enrolled and found seaworthy and free from debt to change the name of the same, when, in his opinion, there shall be sufficient cause for so doing. The Secretary of the Treasury shall establish such rules and regulations and procure such evidence as to the age, condition, where built, and pecuniary liability of the vessel as he may deem necessary to prevent injury to public or private interests; and when permission is granted by the Secretary, he shall cause the order for the change of name to be published at least in four issues in some daily or weekly paper at the place of register; and the cost of procuring evidence and advertising the change of name to be paid by the person or persons desiring such change of name.

**13. *Draught and load line.***

Feb. 21, 1891.  
Sec. 2. The draught of every registered vessel shall be marked upon the stem and stern post, in English feet or decimeters, in either Arabic or Roman numerals. The bottom of each numeral shall indicate the draught to that line. The owner, agent, or master of every inspected sea-going steam or sail vessel shall indicate the draught of water at which he shall deem his vessel safe to be loaded for the trade she is engaged in, which limit as indicated shall be stated in the vessel's certificate of inspection, and it shall be unlawful for such vessel to be loaded deeper than stated in said certificate.



## PART II.—DOCUMENTS OF VESSELS.

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### 14. *Carpenter's certificate.*

In order to the registry of any vessel built within the United States, it shall be necessary to produce a certificate, under the hand of the principal or master carpenter, by whom or under whose direction the vessel has been built, testifying that she was built by him or under his direction, and specifying the place where, the time when, and the person for whom, and describing her build, number of decks and masts, length, breadth, depth, tonnage, and such other circumstances as are usually descriptive of the identity of a vessel; which certificate shall be sufficient to authorize the removal of a new vessel from the district where she may be built to another district in the same or an adjoining State, where the owner actually resides, provided it be with ballast only. R. S., 4147.

### 15. *Oath of owner.*

In order to the registry of any vessel, an oath shall be taken and subscribed by the owner, or by one of the owners thereof, before the officer authorized to make such registry, declaring, according to the best of the knowledge and belief of the person so swearing, the name of such vessel, her burden, the place where she was built, if built within the United States, and the year in which she was built; or that R. S., 4142.



she has been captured in war, specifying the time, by a citizen of the United States, and lawfully condemned as prize, producing a copy of the sentence of condemnation, authenticated in the usual forms; or that she has been adjudged to be forfeited for a breach of the laws of the United States, producing a like copy of the adjudication of forfeiture; and declaring his name and place of abode, and if he be the sole owner of the vessel, that such is the case; or if there be another owner, that there is such other owner, specifying his name and place of abode, and that he is a citizen of the United States, and specifying the proportion belonging to each owner; and where an owner resides in a foreign country, in the capacity of a consul of the United States, or as an agent for and a partner in a house or copartnership consisting of citizens of the United States, actually carrying on trade within the United States, that such is the case, that the person so swearing is a citizen of the United States, and that there is no subject or citizen of any foreign prince or state, directly or indirectly, by way of trust, confidence, or otherwise, interested in such vessel, or in the profits or issues thereof; and that the master thereof is a citizen, naming the master, and stating the means whereby or manner in which he is a citizen.

R. S., 4143.

If any of the matters of fact alleged in the oath taken by an owner to obtain the registry of any vessel, which within the knowledge of the party so swearing are not true, there shall be a forfeiture of the vessel, together with her tackle, apparel, and furniture, in respect to which the oath shall have been made, or of the value thereof, to be recovered, with the costs of suit, of the person by whom the oath was made.

#### 16. *Master's oath of citizenship.*

R. S., 4144.

If the master of a vessel is within the district where a registry thereof is to be made, when application is made for registering the same, he shall himself, instead of the owner, or of the agent or attorney, as hereinafter mentioned, make oath touching his being a citizen, and the means whereby or manner in which he is a citizen; in which case, if the master shall knowingly swear to anything untrue, no forfeiture of the vessel, on account of such false oath, shall be incurred, but the master shall be liable to a penalty of one thousand dollars.

#### 17. *Measurement.*

R. S., 4148.

Before any vessel shall be registered, she shall be measured by a surveyor, if there be one, or by the person he shall appoint, at the port or place where the vessel may be, and if there be none, by such person as the collector of the district within which she may be shall appoint. But in all cases where a vessel has before been registered as a vessel of the United States, it shall not be necessary to measure her anew, for the purpose of obtaining another register; unless such vessel has undergone some alteration as to her burden, subsequent to the time of her former registry.



The officer or person by whom such measurement is made shall, for the information of and as a voucher to the officer by whom the registry is to be made, grant a certificate, specifying the build of the vessel, her number of decks and masts, her length, breadth, depth, the number of tons she measures, and such other particulars as are usually descriptive of the identity of a vessel, and that her name, and the place to which she belongs, are painted on her stern in manner required by this Title [R. S., 4131-4305]; which certificate shall be countersigned by an owner, or by the master of such vessel, or by some other person who shall attend her admeasurement, on behalf of her owner or owners, in testimony of the truth of the particulars therein contained; without which the certificate shall not be valid.

R. S., 4149.

The registry of every vessel shall express her length and breadth, together with her depth and the height under the third or spar deck, which shall be ascertained in the following manner: The tonnage deck, in vessels having three or more decks to the hull, shall be the second deck from below; in all other cases the upper deck of the hull is to be the tonnage-deck. The length from the fore part of the outer planking on the side of the stem to the after part of the main stern-post of screw-steamers, and to the after part of the rudder-post of all other vessels measured on the top of the tonnage-deck, shall be accounted the vessel's length. The breadth of the broadest part on the outside of the vessel shall be accounted the vessel's breadth of beam. A measure from the under side of the tonnage-deck plank, amidships, to the ceiling of the hold, (average thickness,) shall be accounted the depth of hold. If the vessel has a third deck, then the height from the top of the tonnage-deck plank to the under side of the upper-deck plank shall be accounted as the height under the spar-deck. All measurement to be taken in feet and fractions of feet; and all fractions of feet shall be expressed in decimals.

R. S., 4150.

No part of any vessel shall be required by the preceding section to be measured or registered for tonnage that is used for cabins or state-rooms, and constructed entirely above the first deck, which is not a deck to the hull.

R. S., 4151.

#### 18. *Ascertainment of gross tonnage.*

The register tonnage of every vessel built within the United States or owned by a citizen or citizens thereof shall be her entire internal cubical capacity in tons of one hundred cubic feet each, to be ascertained as follows: Measure the length of the vessel in a straight line along the upper side of the tonnage-deck, from the inside of the inner plank, average thickness, at the side of the stem to the inside of the plank on the stern-timbers, average thickness, deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern-timber in the thickness of the deck, and also what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following

R. S., 4153.



table, according to the class in such table to which the vessel belongs:

Class one. Vessels of which the tonnage length according to the above measurement is fifty feet or under: into six equal parts.

Class two. Vessels of which the tonnage length according to the above measurement is above fifty feet and not exceeding one hundred feet: into eight equal parts.

Class three. Vessels of which the tonnage length according to the above measurement is above one hundred feet, and not exceeding one hundred and fifty feet: into ten equal parts.

Class four. Vessels of which the tonnage length according to the above measurement is above one hundred and fifty feet, and not exceeding two hundred feet: into twelve equal parts.

Class five. Vessels of which the tonnage length according to the above measurement is above two hundred feet, and not exceeding two hundred and fifty feet: into fourteen equal parts.

Class six. Vessels of which the tonnage length according to the above measurement is above two hundred and fifty feet: into sixteen equal parts.

Then, the hold being sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of such vessel at each point of division of the length as follows:

Measure the depth at each point of division from a point at a distance of one-third of the round of the beam below such deck; or, in case of a break, below a line stretched in continuation thereof, to the upper side of the floor-timber, at the inside of the limber-strake, after deducting the average thickness of the ceiling, which is between the bilge-planks and limber-strake; then, if the depth at the midship division of the length do not exceed sixteen feet, divide each depth into four equal parts; then measure the inside horizontal breadth, at each of the three points of division, and also at the upper and lower points of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement; number these breadths from above, numbering the upper breadth one, and so on down to the lowest breadth; multiply the second and fourth by four, and the third by two; add these products together, and to the sum add the first breadth and the last, or fifth; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area; but if the midship depth exceed sixteen feet, divide each depth into six equal parts, instead of four, and measure as before directed, the horizontal breadths at the five points of division, and also at the upper and lower points of the depth; number them from above as before; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the last, or seventh; multiply the quantities thus



obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area.

Having thus ascertained the transverse area at each point of division of the length of the vessel, as required above, proceed to ascertain the register tonnage of the vessel in the following manner:

Number the areas successively one, two, three, and so forth, number one being at the extreme limit of the length at the bow, and the last number at the extreme limit of the length at the stern; then, whether the length be divided according to the table into six or sixteen parts, as in classes one and six, or any intermediate number, as in classes two, three, four, and five, multiply the second, and every even-numbered area, by four, and the third, and every odd-numbered area, except the first and last by two; add these products together, and to the sum add the first and last if they yield anything; multiply the quantities thus obtained by one-third of the common interval between the areas, and the product will be the cubical contents of the space under the tonnage-deck; divide this product by one hundred, and the quotient, being the tonnage under the tonnage-deck, shall be deemed to be the register tonnage of the vessel subject to the additions hereinafter mentioned.

If there be a break, a poop, or any other permanent closed-in space on the upper decks, or the spar-deck, available for cargo, or stores, or for the berthing or accommodation of passengers or crew, the tonnage of such space shall be ascertained as follows:

Measure the internal mean length of such space in feet, and divide it into an even number of equal parts of which the distance asunder shall be most nearly equal to those into which the length of the tonnage-deck has been divided; measure at the middle of its height the inside breadths, namely, one at each end and at each of the points of division, numbering them successively one, two, three, and so forth; then to the sum of the end breadths add four times the sum of the even-numbered breadths and twice the sum of the odd-numbered breadths, except the first and last, and multiply the whole sum by one-third of the common interval between the breadths; the product will give the mean horizontal area of such space; then measure the mean height between the planks of the decks, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the tonnage under the tonnage-decks, ascertained as aforesaid: *Provided*, That nothing shall be added to the gross tonnage for any sheltered space above the upper deck which is under cover and open to the weather; that is, not inclosed.

Mar. 2, 1895.

If a vessel has a third deck, or spar deck, the tonnage of the space between it and the tonnage-deck shall be ascertained as follows:

R. S., 4153.

Measure in feet the inside length of the space, at the middle of its height, from the plank at the side of the stem to the plank on the timbers at the stern, and divide the length



into the same number of equal parts into which the length of the tonnage-deck is divided; measure, also at the middle of its height, the inside breadth of the space at each of the points of division, also the breadth of the stem and the breadth at the stern; number them successively one, two, three, and so forth, commencing at the stem; multiply the second, and all other even-numbered breadths, by four, and the third, and all the other odd-numbered breadths, except the first and last, by two; to the sum of these products add the first and last breadths, multiply the whole sum by one-third of the common interval between the breadths, and the result will give, in superficial feet, the mean horizontal area of such space; measure the mean height between the plank of the two decks, and multiply by it the mean horizontal area, and the product will be the cubical contents of the space; divide this product by one hundred, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the other tonnage of the vessel ascertained as above directed. And if the vessel has more than three decks, the tonnage of each space between decks, above the tonnage-deck, shall be severally ascertained in the manner above described, and shall be added to the tonnage of the vessel, ascertained as above directed.

In ascertaining the tonnage of open vessels the upper edge of the upper strake is to form the boundary-line of measurement, and the depth shall be taken from an athwartship line, extending from the upper edge of such strake at each division of the length.

Mar. 2, 1895.

In the case of a ship constructed with a double bottom for water ballast, if the space between the inner and outer plating thereof is certified by the collector to be not available for the carriage of cargo, stores, or fuel, then the depth of the vessel shall be taken to be the upper side of the inner plating of the double bottom, and that upper side shall for the purposes of measurement be deemed to represent the floor timber.

#### 19. *Net tonnage.*

Aug. 5, 1882.  
Mar. 2, 1895.

From the gross tonnage of every vessel of the United States there shall be deducted—

Mar. 2, 1895.  
Sec. 3.

Mar. 2, 1895.

(a) The tonnage of the spaces or compartments occupied by or appropriated to the use of the crew of the vessel. Every place appropriated to the crew of the vessel shall have a space of not less than seventy-two cubic feet and not less than twelve superficial feet, measured on the deck or floor of that place, for each seaman or apprentice lodged therein. The provisions of this Act requiring a crew space of seventy-two cubic feet per man shall apply only to vessels the construction of which shall be begun after June thirtieth, eighteen hundred and ninety-five. Such place shall be securely constructed, properly lighted, drained, and ventilated, properly protected from weather and sea, and as far as practicable properly shut off and protected from the effluvium of cargo or bilge water; and failure to comply with this provision shall subject the owner to a penalty of five hundred dollars. Every place so occupied shall be kept



free from goods or stores of any kind not being the personal property of the crew in use during the voyage; and if any such place is not so kept free the master shall forfeit and pay to each seaman or apprentice lodged in that place the sum of fifty cents a day for each day during which any goods or stores as aforesaid are kept or stored in the place after complaint has been made to him by any two or more of the seamen so lodged. No deduction from tonnage as aforesaid shall be made unless there is permanently cut in a beam and over the doorway of every such place the number of men it is allowed to accommodate with these words, "Certified to accommodate — seamen."

(b) Any space exclusively for the use of the master certified by the collector to be reasonable in extent and properly constructed, and the words "Certified for the accommodation of master" to be permanently cut in a beam and over the door of such space.

(c) Any space used exclusively for the working of the helm, the capstan, and the anchor gear, or for keeping the charts, signals, and other instruments of navigation and boatswain's stores, and the words "Certified for steering gear," or "Certified for boatswain's stores," or "Certified chart house," as the case may be, to be permanently cut in the beam and over the doorway of each of such spaces.

(d) The space occupied by the donkey engine and boiler, if connected with the main pumps of the ship.

(e) In the case of a ship propelled wholly by sails any space, not exceeding two and one-half per centum of the gross tonnage, used exclusively for storage of sails: *Provided*, That spaces deducted shall be certified by the collector to be reasonable in extent and properly and efficiently constructed for the purposes for which they are intended, and the words "Certified for storage of sails" to be cut on the beam and over the doorway of such space.

(f) In the case of a ship propelled by steam or other power requiring engine room, a deduction for the space occupied by the propelling power shall be made, as follows:

In ships propelled by paddle wheels in which the tonnage of the space occupied by and necessary for the proper working of the boilers and machinery is above twenty per centum and under thirty per centum of the gross tonnage, the deduction shall be thirty-seven per centum of the gross tonnage; and in ships propelled by screws in which the tonnage of the space is above thirteen per centum and under twenty per centum of the gross tonnage, the deduction shall be thirty-two per centum of the gross tonnage. In the case of screw steamers the contents of the trunk shaft shall be deemed spaces necessary for the proper working of the machinery.

(g) In the case of other vessels in which the actual space occupied by the propelling machinery amounts in the case of paddle vessels to twenty per centum or under and in the case of screw vessels to thirteen per centum or under of the gross tonnage of the ship, the deduction shall consist in the case of paddle vessels of once and a half the tonnage of the actual machinery space and in the case of screw vessels



of once and three-fourths the tonnage of the actual machinery space. But if the actual machinery space is so large as to amount in the case of paddle vessels to thirty per centum or above, and in the case of screw vessels to twenty per centum or above of the gross tonnage of the ship, the deduction shall consist of thirty-seven per centum of the gross tonnage of the ship in the case of a paddle vessel and thirty-two per centum of the gross tonnage in the case of a screw vessel; or if the owner prefers there shall be deducted from the gross tonnage of the vessel the tonnage of the space or spaces actually occupied by or required to be inclosed for the proper working of the boilers and machinery, including the trunk shaft or alley in screw steamers, with the addition in the case of vessels propelled with paddle wheels of fifty per centum, and in the case of vessels propelled by screws of seventy-five per centum of the tonnage of such space.

(i) On a request in writing to the Commissioner of Navigation by the owners of a ship the tonnage of such portion of the space or spaces above the crown of the engine room and above the upper deck as is framed in for the machinery or for the admission of light and air and not required to be added to gross tonnage shall, for the purpose of ascertaining the tonnage of the space occupied by the propelling power, be added to the tonnage of the engine space; but it shall then be included in the gross tonnage; such space or spaces must be reasonable in extent, safe, and seaworthy, and can not be used for any purpose other than the machinery or for the admission of light and air to the machinery, or for the admission of light and air to the machinery or boilers of the ship.

And the proper deduction from the gross tonnage having been made, the remainder shall be deemed the net or register tonnage of such vessels.

R. S., 4153.

The register of the vessel shall express the number of decks, the tonnage under the tonnage-deck, that of the between-decks, above the tonnage-deck; also that of the poop or other inclosed spaces above the deck, each separately.

Mar. 2, 1895.

The register or other official certificate of the tonnage or nationality of a vessel of the United States, in addition to what is now required by law to be expressed therein, shall state separately the deductions made from the gross tonnage, and shall also state the net or register tonnage of the vessel.

But the outstanding registers or enrollments of vessels of the United States shall not be rendered void by the addition of such new statement of her tonnage, unless voluntarily surrendered; but the same may be added to the outstanding document or by an appendix thereto, with a certificate of a collector of customs that the original estimate of tonnage is amended.

R. S. 4153.

June 19, 1886.  
Sec. 5.

In every vessel documented as a vessel of the United States the number denoting her net tonnage shall be deeply carved or otherwise permanently marked on her main beam,



and shall be so continued; and if the number at any time cease to be continued such vessel shall be subject to a fine of thirty dollars on every arrival in a port of the United States if she have not her tonnage number legally carved or permanently marked.

Under the direction of the Secretary of the Treasury the Commissioner of Navigation shall make regulations needful to give effect to the provisions of this Act. The Secretary of the Treasury shall establish and promulgate a proper scale of fees to be paid for the readmeasurement of the spaces to be deducted from the gross tonnage of a vessel, on the basis of the last sentence of section forty-one hundred and eighty-six of the Revised Statutes, beginning with the words "But the charge for the measurement."

Mar. 2, 1895.  
Sec. 4.

Aug. 5, 1882.  
Sec. 3.

Upon application by the owner or master of an American vessel in foreign trade, collectors of customs, under regulations to be approved by the Secretary of the Treasury, are authorized to attach to the register of such vessel an appendix stating separately, for use in foreign ports, the measurement of such space or spaces as are permitted to be deducted from gross tonnage by the rules of other nations and are not permitted by the laws of the United States.

Mar. 2, 1895.

This Act shall not be construed to require the remeasurement of any American vessel duly measured before April first, eighteen hundred and ninety-five; but upon application by the owner of any such vessel collectors of customs shall cause such vessel, or the spaces to be deducted, to be measured according to the provisions of this Act, and if a new register is not issued the statement of such remeasurement shall be attached by an appendix to the outstanding register or enrollment with a certificate of the collector of customs that the original estimate of tonnage is amended pursuant to this Act.

Mar. 2, 1895.  
Sec. 2.

#### 20. *Vessels exempt from measurement.*

The provisions foregoing relating to the measurement of vessels shall not be deemed to apply to any vessel not required by law to be registered, or enrolled, or licensed, unless otherwise specially provided.

R. S., 4152.

#### 21. *Measurement of foreign vessels.*

Whenever it is made to appear to the Secretary of the Treasury that the rules concerning the measurement for tonnage of vessels of the United States have been substantially adopted by the government of any foreign country, he may direct that the vessels of such foreign country be deemed to be of the tonnage denoted in their certificates of register or other national papers, and thereupon it shall not be necessary for such vessels to be remeasured at any port in the United States; and when it shall be necessary to ascertain the tonnage of any vessel not a vessel of the United States, the said tonnage shall be ascertained in the manner provided by law for the measurement of vessels of the United States.

R. S., 4154.  
Aug. 5, 1882.  
Sec. 2.



22. *Place of registry.*

R. S., 4141.

Every vessel, except as is hereinafter provided, shall be registered by the collector of that collection district which includes the port to which such vessel shall belong at the time of her registry; which port shall be deemed to be that at or nearest to which the owner, if there be but one, or, if more than one, the husband or acting and managing owner of such vessel, usually resides.

R. S., 4159.

Whenever any citizen of the United States purchases or becomes owner of any vessel entitled to be registered, such vessel being within any district other than the one in which he usually resides, such vessel shall be entitled to be registered by the collector of the district where she may be, at the time of his becoming owner thereof, upon his complying with the provisions hereinbefore prescribed, in order to the registry of vessels. And the oath which is required to be taken may, at the option of such owner, be taken either before the collector of the district comprehending the port to which such vessel may belong, or before the collector of the district within which such vessel may be, either of whom is hereby empowered to administer such oath.

R. S., 4160.

Whenever any vessel, registered in pursuance of the provisions of the preceding section, shall arrive within the district comprehending the port to which she belongs, the certificate of registry, so obtained, shall be delivered up to the collector of such district, who upon the requisites of this Title [R. S., 4131–4305] in order to the registry of vessels, being complied with, shall grant a new one in lieu of the first. The certificate so delivered up shall forthwith be returned by the collector who receives the same, to the collector who granted it. If the first-mentioned certificate of registry is not delivered up, as above directed, the owner and the master of such vessel, at the time of her arrival within the district comprehending the port to which she may belong, shall severally be liable to a penalty of one hundred dollars, and the certificate of registry shall be thenceforth void.

R. S., 4161.

Whenever any vessel entitled to be registered is purchased by an agent or attorney for or on account of a citizen of the United States, such vessel being in a district of the United States more than fifty miles distant, taking the nearest usual route by land, from the one comprehending the port to which, by virtue of such purchase, and by force of this Title [R. S., 4131–4305], such vessel ought to be deemed to belong, it shall be lawful for the collector of the district where such vessel may be, and he is hereby required upon the application of such agent or attorney, to proceed to the registering of the vessel, the agent or attorney first complying, on behalf and in the stead of the owner thereof, with the requisites prescribed by this Title in order to the registry of vessels, except that, in the oath taken by the agent or attorney, instead of swearing that he is owner or an owner of such vessel, he shall swear that he is agent or attorney for the owner thereof, and that he has,



in good faith, purchased the vessel for the person whom he names and describes as the owner thereof.

Whenever any vessel registered in pursuance of the provisions of the preceding section, shall arrive within the district comprehending the port to which she belongs, the certificate of registry so obtained shall be delivered up to the collector of such district, who, upon the requirements of this Title [R. S., 4131-4305] in order to the registry of vessels being complied with, shall grant a new one in lieu of the first. The certificate, so delivered up, shall forthwith be returned to the collector, who shall transmit the same to the collector who granted it. If the first-mentioned certificate of registry is not delivered up, as above directed, the owner and the master of such vessel, at the time of her arrival within the district comprehending the port to which she may belong, shall severally be liable to a penalty of one hundred dollars, and the certificate of registry shall be thenceforth void.

R. S., 4162.

If any of the matters of fact alleged in the oath taken by an agent or attorney to obtain the registry of a vessel which are within the knowledge of the party so swearing, are not true, there shall be a forfeiture of vessel, together with her tackle, apparel, and furniture, in respect to which the same was made, or of the value thereof, to be recovered, with costs of suit, of the person by whom such oath was made.

R. S., 4163

### 23. *Form of register.*

When the several matters hereinbefore required, in order to the registering of any vessel, have been complied with, the collector of the district comprehending the port to which she belongs shall make and keep in some proper book a registry thereof, and shall grant a certificate of such registry, as nearly as may be, in the form following:

R. S., 4155.

In pursuance of chapter one, Title XLVIII, "REGULATION OF COMMERCE AND NAVIGATION," of the Revised Statutes of the United States, (inserting here the name, occupation, and place of abode of the person by whom the oath was made), having taken and subscribed the oath required by law, and having sworn that he (or she, and if more than one owner, adding the words, "together with," and the name or names, occupation or occupations, place or places of abode, of the owner or owners, and the part or proportion of such vessel belonging to each owner) is (or are) the only owner (or owners) of the vessel called the (inserting here her name), of (inserting here the port to which she may belong), whereof (inserting here the name of the master) is at present master, and is a citizen of the United States, and that the said vessel was (inserting here when and where built), and (inserting here the name and office, if any, of the person by whom she shall have been surveyed or measured) having certified that the said vessel has (inserting here the number of decks) and (inserting here the number of masts), and that her length is



Jan. 16, 1895.

(inserting here the number of feet), her breadth (inserting here the number of feet), her depth (inserting here the number of feet), and that she measures (inserting here her number of tons); that she is (describing here the particular kind of vessel, whether ship, brigantine, snow, schooner, sloop, or whatever else, together with her build, and specifying whether she has any or no gallery or head); and the said (naming the owner, or the master, or other person acting in behalf of the owner or owners, by whom the certificate of measurement has been countersigned, as aforesaid) having agreed to the description and measurement above specified, according to law, the said vessel has been duly registered at the port of (naming the port where registered). Given under my hand and seal, at (naming the said port), this (inserting the particular day) day of (naming the month), in the year 'specifying the number of the year. in words, at length).

R. S., 4156.

When the master of such vessel himself makes oath touching his being a citizen, the wording of the certificate shall be varied so as to be conformable to the truth of the case. Where a new certificate of registry is granted in consequence of any transfer of a vessel, the words shall be so varied as to refer to the former certificate of registry for her measurement.

R. S., 4176.

July 5, 1884.  
Sec. 2.

The collector of each district shall progressively number the certificates of the registry by him granted, beginning anew at the commencement of each year, and shall enter an exact copy of each certificate in a book to be kept for that purpose; and shall, once in three months, transmit to the Commissioner of Navigation copies of all the certificates which shall have been granted by him, including the number of each.

R. S., 4157.

It shall be the duty of the Secretary of the Treasury to cause to be provided blank certificates of registry, and such other papers as may be necessary, executed in such manner and with such marks as he may direct. No certificate of registry shall be issued, except such as shall have been so provided and marked.

R. S., 4158.

July 5, 1884.

The Secretary of the Treasury shall cause to be transmitted, from time to time, to the collectors of the several districts, a sufficient number of forms of the certificates of registry, attested under the seal of the Treasury and the hand of the Commissioner of Navigation, with proper blanks, to be filled by the collectors, respectively, by whom also the certificates shall be signed and sealed, before they are issued; and where there is a naval officer at any port, they shall be countersigned by him; and where there is a surveyor, but no naval officer, they shall be countersigned by him. A copy of each certificate issued shall be transmitted to the Commissioner of Navigation, who shall cause a record to be kept of the same.



**24. Custody and surrender of register.**

A certificate of registry shall be solely used for the vessel for which it is granted, and shall not be sold, lent, or otherwise disposed of, to any person whomsoever; and in case the vessel so registered shall be lost, or taken by an enemy, burned, or broken up, or shall be otherwise prevented from returning to the port to which she may belong, the certificate, if preserved, shall be delivered up within eight days after the arrival of the master or person having the charge or command of such vessel within any district of the United States, to the collector of such district; and if any foreigner, or any person for the use and benefit of such foreigner, shall purchase or otherwise become entitled to the whole, or any part or share of, or interest in such vessel, the same being within a district of the United States, the certificate shall, within seven days after such purchase, change, or transfer of property, be delivered up to the collector of the district; and if any such purchase, change, or transfer of property shall happen when such vessel shall be at any foreign port or place, or at sea, then the master or person having the charge or command thereof shall, within eight days after his arrival within any district of the United States, deliver up the certificate to the collector of such district. Any master or owner violating the provisions of this section shall be liable to a penalty of not exceeding five hundred dollars, and the certificate of registry shall be thenceforth void. The Secretary of the Treasury shall have the power to remit or mitigate such penalty if in his opinion it was incurred without willful negligence or intention of fraud.

R. S., 4146.

Jan. 16, 1895.

**25. Registers to corporations.**

Registers for vessels owned by any incorporated company may be issued in the name of the president or secretary of such company; and such register shall not be vacated or affected by sales of any shares of stock in such company.

R. S., 4137.

Upon the death, removal, or resignation of such president or secretary of any incorporated company owning any vessel, a new register shall be taken out for such vessel.

R. S., 4138.

Previously to granting a register for any vessel, owned by any company, the president or secretary thereof shall swear to the ownership of the vessel, by such company, without designating the names of the persons composing the company; and the oath shall be deemed sufficient, without requiring the oath of any other person interested or concerned in such vessel.

R. S., 4139.

**26. Change of owner.**

Whenever it appears, by satisfactory proof, to the Commissioner of Navigation [Secretary of the Treasury,] that any vessel has been sold and transferred by process of law, and that the register of such vessel is retained by the former owner, the Commissioner [Secretary] may direct the col-

R. S., 4164.

July 5, 1884.  
Sec. 2.



lector of the district to which such vessel may belong to grant a new register, under such sale, on the owners complying with such terms and conditions as are by law required for granting such papers; excepting only the delivering up of the former certificate of registry. But nothing in this section shall be construed to remove the liability of any person to any penalty for not surrendering the papers belonging to any vessel, on a transfer or sale of the same.

R. S., 4166.

When any vessel, registered pursuant to any law of the United States, shall, while she is without the limits of the United States, be sold or transferred in whole or in part to a citizen of the United States, such vessel on her first arrival in the United States thereafter, shall be entitled to all the privileges and benefits of a vessel of the United States: *Provided*, That all the requisites of law, in order to the registry of vessels, shall be complied with, and a new certificate of registry obtained for such vessel, within three days from the time at which the master or other person having the charge or command of such vessel is required to make his final report upon her first arrival afterward.

#### 27. *Change of build.*

R. S., 4170.

Whenever any vessel, which has been registered, is, in whole or in part, sold or transferred to a citizen of the United States, or is altered in form or burden, by being lengthened or built upon, or from one denomination to another, by the mode or method of rigging or fitting, the vessel shall be registered anew, by her former name, according to the directions hereinbefore contained, otherwise she shall cease to be deemed a vessel of the United States. The former certificate of registry of such vessel shall be delivered up to the collector to whom application for such new registry is made, at the time that the same is made, to be by him transmitted to the Commissioner of Navigation, who shall cause the same to be canceled. In every such case of sale or transfer, there shall be some instrument of writing, in the nature of a bill of sale, which shall recite, at length, the certificate; otherwise the vessel shall be incapable of being so registered anew.

July 5, 1884.  
Sec. 2.

#### 28. *Change of master.*

R. S., 4171.

When the master or person having the charge or command of a registered vessel is changed, the owner, or one of the owners, or the new master of such vessel, shall report such change to the collector of the district where the same has happened, or where the vessel shall first be after the same has happened, and shall produce to him the certificate of registry of such vessel, and shall make oath, showing that such new master is a citizen of the United States, and the manner in which or means whereby he is so a citizen. Thereupon the collector shall indorse upon the certificate of registry a memorandum of such change, specifying the name of such new master, and shall subscribe the memorandum with his name; and if other than



the collector of the district by whom the certificate of registry was granted, shall transmit a copy of the memorandum to him, with notice of the particular vessel to which it relates; and the collector of the district, by whom the certificate shall have been granted, shall make a like memorandum of such change in his book of registers, and shall transmit a copy thereof to the Commissioner of Navigation. If the change is not reported, or if the oath is not taken, as above directed, the registry of such vessel shall be void, and the master or person having the charge or command of her shall be liable to a penalty of one hundred dollars.

July 5, 1884.  
Sec. 2.

*29. Mortgage and bill of sale.*

No bill of sale, mortgage, hypothecation, or conveyance of any vessel, or part of any vessel, of the United States, shall be valid against any person other than the grantor or mortgagor, his heirs and devisees, and persons having actual notice thereof, unless such bill of sale, mortgage, hypothecation, or conveyance is recorded in the office of the collector of the customs where such vessel is registered or enrolled. The lien by bottomry on any vessel, created during her voyage, by a loan of money or materials necessary to repair or enable her to prosecute a voyage, shall not, however, lose its priority, or be in any way affected by the provisions of this section.

R. S., 4192.

The collectors of the customs shall record all such bills of sale, mortgages, hypothecations, or conveyances, and, also, all certificates for discharging and canceling any such conveyances, in books to be kept for that purpose, in the order of their reception; noting in such books, and also on the bill of sale, mortgage, hypothecation, or conveyance, the time when the same was received; and shall certify on the bill of sale, mortgage, hypothecation, or conveyance, or certificate of discharge or cancellation, the number of the book and page where recorded; but no bill of sale, mortgage, hypothecation, conveyance, or discharge of mortgage or other incumbrance of any vessel, shall be recorded, unless the same is duly acknowledged before a notary public or other officer authorized to take acknowledgment of deeds.

R. S., 4193.

June 19, 1886.

The collectors of the customs shall keep an index of such records, inserting alphabetically the names of the vendor or mortgagor, and of the purchaser or mortgagee, and shall permit such index and books of records to be inspected during office-hours, under such reasonable regulations as they may establish, and shall, when required, furnish to any person a certificate, setting forth the names of the owners of any vessel registered or enrolled, the parts or proportions owned by each, if inserted in the register or enrollment, and also the material facts of any existing bill of sale, mortgage, hypothecation, or other incumbrance upon such vessel, recorded since the issuing of the last register or enrollment, viz, the date, amount of such incumbrance, and from and to whom or in whose favor made.

R. S., 4194,

June 19, 1886.



R. S., 4195.

The collectors of the customs shall furnish certified copies of such records, on the receipt of fifty cents for each bill of sale, mortgage, or other conveyance.

R. S., 4196.

All bills of sale of vessels registered or enrolled, shall set forth the part of the vessel owned by each person selling, and the part conveyed to each person purchasing.

### 30. *Sale to alien.*

R. S., 4172.

If any vessel registered as a vessel of the United States shall be sold or transferred, in whole or in part, by way of trust, confidence, or otherwise, to a subject or citizen of any foreign prince or state, and such sale or transfer shall not be made known, as hereinbefore directed, such vessel, together with her tackle, apparel, and furniture, shall be forfeited. If such vessel, however, be so owned in part only, and it is made to appear to the jury before whom the trial for such forfeiture is had, that any other owner of such vessel, being a citizen of the United States, was wholly ignorant of the sale or transfer to or ownership of such foreign subject or citizen, the share or interest of such citizen of the United States shall not be subject to such forfeiture, and the residue only shall be so forfeited.

### 31. *Loss of register.*

R. S., 4167.

Whenever the certificate of the registry of any vessel is lost, destroyed, or mislaid, the master, or other person having the charge or command thereof, may make oath before the collector of the district where such vessel shall first be after such loss, destruction, or mislaying, in the form following: "I, (inserting here the name of the person swearing), being master (or having the charge or command) of the ship or vessel called the (inserting the name of the vessel), do swear (or affirm) that the said vessel hath been, as I verily believe, registered according to law, by the name of (inserting again the name of the vessel), and that a certificate thereof was granted by the collector of the district of (naming the district where registered), which certificate has been lost (or destroyed, or unintentionally and by mere accident mislaid, as the case may be); and (except where the certificate is alleged to have been destroyed) that the same, if found again, and within my power, shall be delivered up to the collector of the district in which it was granted." Such oath shall be subscribed by the party making the same; and upon such oath being made, and the other requisites of this Title [R. S., 4131-4305] in order to the registry of vessels being complied with, it shall be lawful for the collector of the district before whom such oath is made, to grant a new register, inserting therein that the same is issued in lieu of the one lost or destroyed.

R. S., 4168.

Whenever a register is granted in lieu of one lost or destroyed, by any other than the collector of the district to which the vessel actually belongs, such register shall, within ten days after her first arrival within the district



to which she belongs, be delivered up to the collector of such district, who shall, thereupon, grant a new register in lieu thereof. And in case the master or commander shall neglect to deliver up such register within the time above mentioned, he shall be liable to a penalty of one hundred dollars; and the former register shall become null and void.

*32. Failure to deliver former register.*

In every case in which a vessel is required to be registered anew, if she shall not be so registered anew, she shall not be entitled to any of the privileges or benefits of a vessel of the United States. And if her former certificate of registry is not delivered up, except where the same may have been destroyed, lost, or unintentionally mislaid, and an oath thereof shall have been made, as hereinbefore prescribed, the owner of such vessel shall be liable to a penalty of five hundred dollars, to be recovered, with costs of suit.

R. S., 4169.

*33. Cancellation of register.*

Every certificate of registry which is delivered up to a collector on the loss, destruction, or capture of a vessel, or the transfer thereof to a foreigner, shall be forthwith transmitted to the Commissioner of Navigation to be canceled; who, if the same shall have been delivered up to a collector other than of the district in which it was granted, shall cause notice of such delivery to be given to the collector of such district.

R. S., 4174.

July 5, 1884.  
Sec. 2.

Whenever the master or owner of a vessel shall deliver up the register of such vessel, agreeably to the provisions of this Title [R. S., 4131-4305], if to the collector of the district where the same was granted, the collector shall thereupon cancel the bond which shall have been given at the time of granting such register; or if to the collector of any other district, such collector shall grant to the master, commander, or owner, a receipt or acknowledgment that such register has been delivered to him, and the time when; and upon such receipt being produced to the collector by whom the register was granted, he shall cancel the bond of the party, as if the register had been returned to him. [NOTE.—Bonds abolished January 16 1895. This section applies only to outstanding bonds.]

R. S., 4175.

*34. Special registry law.*

The Secretary of the Treasury is hereby authorized and directed to grant registers, as vessels of the United States, to such foreign-built steamships now engaged in freight and passenger business, and sailing in an established line from a port in the United States, as are of a tonnage of not less than eight thousand tons, and capable of a speed of not less than twenty knots per hour, according to the existing method of Government test for speed, of which not less than ninety per centum of the shares of the capital of the foreign corporation or association owning the same was owned January first, eighteen hundred and ninety,

R. S., 4131.  
May 10, 1892  
Sec. 1.



and has continued to be owned until the passage of this act by citizens of the United States, including as such citizens corporations created under the laws of any of the States thereof, upon the American owners of such majority interest obtaining a full and complete transfer and title to such steamships from the foreign corporations owning the same: *Provided*, That such American owners shall, subsequent to the date of this law, have built, or have contracted to build, in American shipyards, steamships of an aggregate tonnage of not less in amount than that of the steamships so admitted to registry. Each steamship so built or contracted for to be of a tonnage of not less than seven thousand tons.

Sec. 2.

The Secretary of the Treasury, on being satisfied that such steamships so acquired by American citizens, or by such corporation or corporations as above set forth, are such as come within the provisions of this act, and that the American owners of such steamships, for which an American registry is to be granted under the provisions hereof, have built or contracted to build in American shipyards steamships of an aggregate tonnage as set forth in the first section hereof, shall direct the bills of sale or transfer of the foreign-built steamships so acquired to be recorded in the office of the collector of customs of the proper collection district, and cause such steamships to be registered as vessels of the United States by said collector.

After which, each of such vessels shall be entitled to all the rights and privileges of a vessel of the United States, except that it shall not be employed in the coastwise trade of the United States.

Sec. 3.

No further or other inspection shall be required for the said steamship or steamships than is now required for foreign steamships carrying passengers under the existing laws of the United States, and a special certificate of inspection may be issued for each steamship registered under this act; and before issuing the registry to any such steamship as a vessel of the United States the collector of customs of the proper collection district shall cause such steamship to be measured and described in accordance with the laws of the United States, which measurement and description shall be recited in the certificate of registry to be issued under this act.

Sec. 4.

Any steamships so registered under the provisions of this act may be taken and used by the United States as cruisers or transports upon payment to the owners of the fair actual value of the same at the time of the taking, and if there shall be a disagreement as to the fair actual value at the time of taking between the United States and the owners, then the same shall be determined by two impartial appraisers, one to be appointed by each of said parties, who, in case of disagreement, shall select a third, the award of any two of the three so chosen to be final and conclusive.



**35. *Change of trade.***

The collectors of the several districts may enroll and license any vessel that may be registered, upon such registry being given up, or may register any vessel that may be enrolled, upon such enrollment and license being given up. R. S., 4322.

When any vessel shall be in any other district than the one to which she belongs, the collector of such district, on the application of the master thereof, and upon his taking an oath that, according to his best knowledge and belief, the property remains as expressed in the register or enrollment proposed to be given up, shall make the exchange of an enrollment for a register or a register for an enrollment; but in every such case, the collector to whom the register or enrollment and license may be given up shall transmit the same to the Commissioner of Navigation; and the register, or enrollment and license, granted in lieu thereof, shall, within ten days after the arrival of such vessel within the district to which she belongs, be delivered to the collector of the district, and be by him canceled. If the master shall neglect to deliver the register or enrollment and license within such time, he shall be liable to a penalty of one hundred dollars. R. S., 4323.  
Jan. 16, 1895.  
July 5, 1884.

**36. *Method of enrollment and license.***

In order for the enrollment of any vessel, she shall possess the same qualifications, and the same requirements in all respects shall be complied with, as are required before registering a vessel; and the same powers and duties are conferred and imposed upon all officers, respectively, and the same proceedings shall be had, in enrollment of vessels, as are prescribed for similar cases in registering; and vessels enrolled, with the masters or owners thereof, shall be subject to the same requirements as are prescribed for registered vessels. R. S., 4312.

**37. *Oath of master and owner.***

No licensed vessel shall be employed in any trade whereby the revenue laws of the United States shall be defrauded. The master of every such vessel shall swear that he is a citizen of the United States, and that such license shall not be used for any other vessel or any other employment than that for which it was specially granted, or in any trade or business whereby the revenue of the United States may be defrauded; and if such vessels be less than twenty tons burden, the husband or managing owner shall swear that she is wholly the property of citizens of the United States; whereupon it shall be the duty of the collector of the district comprehending the port whereto such vessel may belong to grant a license. R. S., 4320.

Any master or owner violating the provisions of this section shall be liable to the penalty of two hundred dollars, in addition to any other penalty imposed by law. The Secretary of the Treasury shall have power to remit or mitigate any such penalty if in his opinion it was incurred without negligence or intention of fraud. Jan. 16, 1895.  
Sec. 5.



**38. Fees.**

R. S., 4384.

All vessels subject to enrollment or license shall be liable to the payment of the fees established by law for services of customs officers incident thereto.

**39. Form of enrollment.**

R. S., 4319.

The record of the enrollment of a vessel shall be made, and an abstract or copy thereof granted, as nearly as may be in the following form: [“]Enrollment. In conformity to Title I, [R. S. 4311-4390] ‘REGULATION OF VESSELS IN DOMESTIC COMMERCE,’ of the Revised Statutes of the United States, (inserting here the name of the person, with his occupation and place of abode, by whom the oath or affirmation is to be made,) having taken and subscribed the oath (or affirmation) required by law, and having sworn (or affirmed) that he (or she, and if more than one owner adding the words ‘together with,’ and the name or names, occupation or occupations, place or places of abode[,], of the owner or owners, and the part or proportion of such vessel belonging to each owner) is (or are) a citizen (or citizens) of the United States, and sole owner (or owners) of the ship or vessel called the (inserting here her name), of (inserting here the name of the port to which she may belong), whereof (inserting here the name of the master) is at present master, and is a citizen of the United States, and that the said ship or vessel was (inserting here when and where) built, and (inserting here the name and office, if any, of the person by whom she shall have been surveyed and measured), having certified that the said ship or vessel has (inserting here the number of decks), and (inserting here the number of masts), and that her length is (inserting here the number of feet), her breadth (inserting here the number of feet), her depth (inserting here the number of feet), and that she measures (inserting here her number of tons); that she is (describing here the particular kind of vessel, whether ship, brigantine, snow, schooner, sloop, or whatever else, together with her build, and specifying whether she has any or no gallery or head), and the said (naming the owner or the master, or other person acting in behalf of the owner or owners, by whom the certificate of measurement shall have been countersigned), having agreed to the description and measurement above specified, according to the said Title, the said ship or vessel has been duly enrolled at the port of (naming the port where enrolled). Given under my hand and seal, at (naming the said port), this (inserting the particular day) day of (naming the month), in the year (specifying the number of the year, in words, at length).”

Jan. 16, 1895.

**40. Form of license.**

R. S., 4321.

The form of a license for carrying on the coasting-trade or fisheries shall be as follows:

“License for carrying on the (here insert ‘coasting trade,’ ‘whale-fishery,’ ‘mackerel-fishery,’ or ‘cod-fishery,’ as the case may be).



“In pursuance of Title L [R. S., 4311–4390], ‘REGULATION OF VESSELS IN DOMESTIC COMMERCE,’ of the Revised Statutes of the United States, (inserting here the name of the husband or managing owner, with his occupation and place of abode, and the name of the master, with the place of his abode), having [given bond] that the (insert here the description of the vessel, whether ship, brigantine, snow, schooner, sloop, or whatever else she may be), called the (insert here the vessel’s name), whereof the said (naming the master) is master, burden (insert here the number of tons, in words) tons, as appears by her enrollment, dated at (naming the district, day, month and year, in words at length, but if she be less than twenty tons, insert, instead thereof, ‘proof being had of her admeasurement’) shall not be employed in any trade, while this license shall continue in force, whereby the revenue of the United States shall be defrauded, and having also sworn (or affirmed) that this license shall not be used for any other vessel, or for any other employment, than is herein specified, license is hereby granted for the said (inserting here the description of the vessel) called the (inserting here the vessel’s name,) to be employed in carrying on the (inserting here ‘coasting-trade,’ ‘whale-fishery,’ ‘mackerel-fishery,’ or ‘cod-fishery,’ as the case may be), for one year from the date hereof, and no longer. Given under my hand and seal at (naming the said district), this (inserting the particular day) day of (naming the month), in the year (specifying the number of the year in words at length).” Bonds abolished Jan. 16, 1895.

Jan. 16, 1895.

The collector of each district shall progressively number the license by him granted, beginning anew at the commencement of each year, and shall make a record thereof in a book, to be by him kept for that purpose, and shall, once in three months, transmit to the Commissioner of Navigation copies of the licenses which shall have been so granted by him; and also of such licenses as shall have been given up or returned to him, respectively, in pursuance of this Title [R. S., 4311–4390]. Whenever any vessel is licensed or enrolled anew, or being licensed or enrolled is afterward registered, or being registered is afterward enrolled or licensed, she shall, in every such case, be enrolled, licensed, or registered by her former name.

R. S., 4333.

July 5, 1884.

#### 41. *Duration of license.*

No license, granted to any vessel, shall be considered in force any longer than such vessel is owned, and of the description set forth in such license, or for carrying on any other business or employment than that for which she is specially licensed.

R. S., 4324.

#### 42. *Surrender of license.*

The license granted to any vessel shall be given up to the collector of the district who may have granted the same, within three days after the expiration of the time for which

R. S., 4325.



it was granted, in case such vessel be then within the district, or if she be absent at that time, within three days from her first arrival within the district afterward, or if she be sold out of the district, within three days after the arrival of the master within any district, to the collector of such district, taking his certificate therefor; and if the master thereof shall neglect or refuse to deliver up the license, he shall be liable to a penalty of fifty dollars.

R. S., 4326.

If such license, however, shall have been previously given up to the collector of any other district, as authorized by this Title [R. S., 4311–4390], and a certificate thereof under the hand of such collector be produced by such master, or if such license be lost, or destroyed, or unintentionally mislaid so that it cannot be found, and the master of such vessel shall make and subscribe an oath that such license is lost, destroyed, or unintentionally mislaid, as he verily believes, and that the same, if found, shall be delivered up, as is herein required, then the penalty prescribed in the preceding section shall not be incurred. If such license shall be lost, destroyed, or unintentionally mislaid, before the expiration of the time for which it was granted, upon the like oath being made and subscribed by the master of such vessel, the collector, upon application being made therefor, shall license such vessels anew.

R. S., 4327

The owner of any licensed vessel may return such license to the collector who granted the same, at any time within the year for which it was granted; and thereupon the collector shall cancel the same, and shall license such vessel anew, upon the application of the owner, and upon the conditions hereinbefore required being complied with.

#### *43. Enrollment and license to corporations.*

R. S., 4313.

Enrollments and licenses for vessels owned by any incorporated company may be issued in the name of the president or secretary of such company; and such enrollments or licenses shall not be vacated or affected by any sale of shares of stock in such company.

R. S., 4314.

Previously to granting enrollment and license for any vessel, owned by any company, the president or secretary of such company shall swear to the ownership of such vessel, by such company, without designating the names of the persons composing such company; which oath shall be deemed sufficient, without requiring the oath of any other person interested or concerned in such vessel.

R. S., 4315.

Upon the death, removal, or resignation of the president or secretary of any incorporated company owning any steamboat or vessel, a new enrollment and license shall be taken out for such steamboat or vessel.

#### *44. Change of owner.*

R. S., 4329.

Whenever it appears, by satisfactory proof, to the Commissioner of Navigation that any vessel has been sold and transferred by process of law, and that the certificate of enrollment or license of such vessel is retained by the for-



mer owner, the Commissioner may direct the collector of the district to which such vessel belongs to grant a new certificate of enrollment or license, on the owner's, under such sale, complying with such terms and conditions as are by law required for granting of such papers, excepting only the delivering up of the former certificate of enrollment or license. But nothing in this section shall be construed to remove the liability of any person to any penalty for not surrendering up the papers belonging to any vessel, on a transfer or sale of the same.

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#### 45. *Change of master.*

Whenever the master of any licensed vessel, ferry-boats excepted, is changed, the new master, or, in case of his absence, the owner or one of the owners thereof, shall report such change to the collector residing at the port where the same happens, if there be one; otherwise, to the collector residing at any port where such vessel next arrives, who, upon the oath of such new master, or, in case of his absence, of the owner, that such master is a citizen of the United States, and that such vessel shall not, while such license continues in force, be employed in any manner whereby the revenue of the United States may be defrauded, shall indorse such change on the license, with the name of the new master. Whenever such change is not reported, and indorsed, as herein required, such vessel, if found carrying on the coasting-trade or fisheries, shall be subject to pay the same fees and tonnage as a vessel of the United States having a register, and the new master shall be liable to a penalty of ten dollars.

R. S., 4335.

#### 46. *Certification by customs officer.*

In every case where the collector is by this Title [R. S., 4311-4390] directed to grant any enrollment, license, certificate, permit or other document, the naval officer residing at the port, if there be one, shall sign the same; and every surveyor who certifies a manifest, or grants any permit, or who receives any certified manifest, or any permit, as is provided for in this Title, shall make return thereof, monthly, or sooner, if it can conveniently be made, to the collector of the district where such surveyor resides.

R. S., 4332.

#### 47. *Enrollment outside of district.*

Whenever it becomes necessary for the owner of any vessel of the United States navigating the waters of the United States, and being in a district other than that to which such vessel belongs, to procure her enrollment and license, or license, or renewal thereof, the same proceedings may be had in the district in which the vessel then is as are required by law on application for such enrollment and license, or license, or renewal thereof, as the case may be, in the district to which such vessel belongs, excepting the enrollment and issuance of license; and the officer before whom such proceeding is had shall certify the same to the

R. S., 4328.

Apr. 17, 1874.

Jan. 16, 1895.



collector of the district to which such vessel belongs, who shall thereupon duly enroll the vessel and issue license in the same form as if the application had originally been made in his office; and shall either deliver the license to the owner, or forward it by mail to the officer who certified to him the preliminary proceedings; and in the latter case, such officer shall deliver the license to the owner or master of the vessel.

*48. Special provision for enrollment and license.*

R. S., 4340. The assistant collector at Jersey City may enroll and license all vessels engaged in the coasting-trade and fisheries, owned in whole or in part by residents of the counties of Hudson and Bergen, in the State of New Jersey.

R. S., 4341. The assistant collector for the port of Camden, in New Jersey, may enroll and license all vessels engaged in the coasting-trade and fisheries, owned in whole or in part by residents of that portion of the Bridgeton district lying north of Alloway's Creek, in the county of Salem, in the State of New Jersey.

R. S., 4342. The owners of vessels residing on New River, in Onslow County, in the State of North Carolina, shall have the privilege of taking out registers or enrollments and licenses at Wilmington, in that State, and the collector of that district may grant the same on the conditions required by law.

R. S., 4343. The deputy collector who may be appointed to reside at Chesapeake City, in Maryland, shall have power to grant enrollments and licenses to vessels.

R. S., 4344. The Secretary of the Treasury may authorize the surveyor of any port of delivery, under such regulations as he shall deem necessary, to enroll and license vessels to be employed in the coasting-trade and fisheries, in like manner as collectors of ports of entry are authorized to do.

R. S., 4345. The surveyors appointed for the ports of Cold Spring, on the north side of Long Island, Greenport and Port Jefferson, all in the State of New York, shall have power to enroll and license vessels to be employed in the coasting trade and fisheries, and to enter and clear, and grant registers and other usual papers to vessels employed in the whale-fisheries, under such restrictions and regulations as the Secretary of the Treasury may deem necessary.

R. S., 4346. Any surveyor who shall perform the duties directed to be performed by the two preceding sections shall be entitled to receive the same commissions and fees as are allowed by law to collectors, for performing the same duties.

*49. Inspection of enrollment and license.*

R. S., 4336. Any officer concerned in the collection of the revenue may at all times inspect the enrollment or license of any vessel; and if the master of any such vessel shall not exhibit the same, when required by such officer, he shall be liable to a penalty of one hundred dollars.



50. *Record of American-built vessels owned by aliens.*

Every vessel built in the United States, and belonging wholly or in part to the subjects of foreign powers, in order to be entitled to the benefits of a ship built and recorded in the United States, shall be recorded in the office of the collector of the district in which such vessel was built, in the manner following: The builder of every such vessel shall make oath before the collector of such district in manner following: "I, (inserting here the name of such builder), of (inserting here the place of his residence), shipwright, do swear (or affirm) that (describing here the kind of vessel, as whether ship, brig, snow, schooner, sloop, or whatever else) named (inserting here the name of the ship or vessel), having (inserting here the number of decks), and being in length (inserting here the number of feet), in breadth (inserting here the number of feet), in depth (inserting here the number of feet), and measuring (inserting here the number of tons), having (specifying whether any or no) gallery, and (also specifying whether any or no) head, was built by me or under my direction at (naming the place, county, and State), in the United States, in the year (inserting here the number of the year)." Which oath shall be subscribed by the person making the same, and shall be recorded in a book to be kept by the collector for that purpose. R. S., 4180.

The collector shall cause the vessel so built to be surveyed or measured, and the person by whom such measurement is made shall grant a certificate thereof, as in the case of a vessel to be registered, which certificate shall be countersigned by the builder, and by an owner or the master or person having the command or charge thereof, or by some other person being an agent for the owner thereof, in testimony of the truth of the particulars therein contained. R. S., 4181.

A certificate of the record, attested under the hand and seal of the collector, shall be granted to the master of every such vessel, as nearly as may be, of the form following: "In pursuance of chapter one, Title XLVIII [R. S., 4131-4305], "REGULATION OF COMMERCE AND NAVIGATION," of the Revised Statutes of the United States, I, (inserting here the name of the collector of the district), of (inserting here the name of the district), in the United States, do certify that (inserting here the name of the builder), of (inserting here the place of his residence, county, and State), having sworn (or affirmed) that the (describing the ship or vessel, as in the certificate of record) named (inserting here her name), whereof (inserting here the name of the master) is, at present, master, was built at (inserting here the name of the place, county, and State where built), by him or under his direction, in the year (inserting here the number of the year); and (inserting here the name of the surveyor, or other person, by whom the measurement shall have been made) having certified that the said ship or vessel has (inserting here her number of decks), is in length (inserting here the number of feet), in breadth (inserting here the number of feet), in depth (inserting here the number of feet), and measures (insert- R. S., 4182.



ing here the number of tons): And the said builder and (naming and describing the owner, or master, or agent for the owner or owners, as the case may be, by whom the said certificate shall have been countersigned) having agreed to the said description and admeasurement, the said vessel has been recorded, in the district of (inserting here the name of the district where recorded), in the United States. Witness my hand and seal this (inserting here the day of the month) day of (inserting here the name of the month), in the year (inserting here the number of the year)." Which certificate shall be recorded in the office of the collector, and a duplicate thereof transmitted to the Commissioner of Navigation to be recorded in his office.

July 5, 1884.

R. S., 4183.

Whenever the master or the name of a vessel so recorded is changed, the owner, part owner, or consignee of such vessel shall cause a memorandum thereof to be indorsed on the certificate of the record, by the collector of the district where such vessel may be, or at which she shall first arrive if such change took place in a foreign country; and a copy thereof shall be entered in the book of records, a transcript whereof shall be transmitted by the collector to the collector of the district where such certificate was granted, if not the same person, who shall enter the same in his book of records, and forward a duplicate of such entry to the Commissioner of Navigation; and in such case, until the owner, part owner, or consignee shall cause the memorandum to be made by the collector, in the manner above prescribed, such vessel shall not be deemed a vessel recorded, in pursuance of this Title [R. S., 4131-4305].

July 5, 1884.

R. S., 4184.

The master or other person having the command or charge of any vessel, recorded in pursuance of this Title [R. S., 4131-4305], shall, on entry of such vessel, produce the certificate of such record to the collector of the district where she is so entered; and in default thereof the vessel shall not be entitled to the privileges of a recorded vessel.

#### 51. *Offenses against the registry law.*

R. S., 4187.

Every collector or officer who knowingly makes, or is concerned in making, any false register or record, or who knowingly grants or is concerned in granting, any false certificate of registry or record of or for any vessel, or any other false document whatever touching the same, contrary to the true intent and meaning of this Title [R. S., 4131-4305], or who designedly takes any other or greater fees than are by this Title allowed, or who receives any voluntary reward or gratuity for any of the services performed, pursuant thereto; and every surveyor or other person appointed to measure any vessel, who willfully delivers to any collector or naval officer a false description of such vessel, to be registered or recorded, shall be punishable by a fine of one thousand dollars, and be rendered incapable of serving in any office of trust or profit under the United States.

R. S., 4188.

If any person authorized and required by this Title [R. S., 4131-4305] to perform, as an officer, any act or thing, willfully neglects to do or perform the same, according to



the true intent and meaning of this Title, he shall, if not subject to the penalty and disqualification prescribed in the preceding section, be punishable by a fine of five hundred dollars for the first offense, and by a like fine for the second offense, and shall thenceforth be rendered incapable of holding any office of trust or profit under the United States.

Whenever any certificate of registry, enrollment, or license, or other record or document granted in lieu thereof, to any vessel, is knowingly and fraudulently obtained or used for any vessel not entitled to the benefit thereof, such vessel, with her tackle, apparel, and furniture, shall be liable to forfeiture. R. S., 4189.

No sea-letter or other document certifying or proving any vessel to be the property of a citizen of the United States shall be issued, except to vessels duly registered, or enrolled and licensed as vessels of the United States, or to vessels which shall be wholly owned by citizens of the United States, and furnished with or entitled to sea-letters or other custom-house documents. R. S., 4190.

Every person who knowingly makes, utters, or publishes any false sea-letter, Mediterranean passport, or certificate of registry, or who knowingly avails himself of any such Mediterranean passport, sea-letter, or certificate of registry, shall be liable to a penalty of not more than five thousand dollars, and, if an officer of the United States, shall thenceforth be incapable of holding any office of trust or profit under the authority of the United States. R. S., 4191.

## 52. *Offenses against enrollment and license laws.*

Every collector, who knowingly makes any record of enrollment or license of any vessel, and every other officer, or person, appointed by or under them, who makes any record, or grants any certificate or other document whatever, contrary to the true intent and meaning of this Title [R. S., 4311–4390], or takes any other or greater fees than are by this Title allowed, or receives for any service performed pursuant to this Title, any reward or gratuity, and every surveyor, or other person appointed to measure vessels, who willfully delivers to any collector or naval officer a false description of any vessel, to be enrolled or licensed, in pursuance of this Title, shall be liable to a penalty of five hundred dollars, and be rendered incapable of serving in any office of trust or profit under the United States. R. S., 4373.

Every person, authorized and required by this Title [R. S., 4311–4390] to perform any act or thing as an officer, who willfully neglects or refuses to do and perform the same, according to the true intent and meaning of this Title, shall, if not subject to the penalty and disqualifications prescribed in the preceding section, be liable to a penalty of five hundred dollars for the first offense, and of a like sum for the second offense, and shall, after conviction for the second offense, be rendered incapable of holding any office of trust or profit under the United States, R. S., 4374.



R. S., 4375.

Every person who forges, counterfeits, erases, alters, or falsifies any enrollment, license, certificate, permit, or other document, mentioned or required in this Title [R. S., 4311–4390], to be granted by any officer of the revenue, such person, so offending, shall be liable to a penalty of five hundred dollars.

R. S., 4376.

Every person who assaults, resists, obstructs, or hinders any officer in the execution of any act or law relating to the enrollment, registry, or licensing of vessels, or of this Title [R. S., 4311–4390], or of any of the powers or authorities vested in him by any such act or law, shall, for every such offense, for which no other penalty is particularly provided, be liable to a penalty of five hundred dollars.



### PART III.—OFFICERS AND SEAMEN.

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#### 53. *Citizenship of officers.*

All the officers of vessels of the United States shall be citizens of the United States, except that in cases where, on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer.

R. S., 4131.  
June 26, 1884.  
Sec. 1.

#### 54. *Naturalization of engineer or pilot.*

Any alien who, in the manner provided for by law, has declared his intention to become a citizen of the United States, and who shall have been a permanent resident of

R. S., 4131.  
Apr. 17, 1874.



the United States for at least six months immediately prior to the granting of such license, may be licensed, as if already naturalized, to serve as an engineer or pilot upon any steam-vessel subject to inspection under the provisions of [R. S., 4399–4500] the act, entitled “An act to provide for the better security of life on board of vessels propelled, in whole or in part, by steam, and for other purposes,” approved February twenty-eighth, eighteen hundred and seventy one.

*55. Officer's license.*

R. S., 4438.

The boards of local inspectors [of steam vessels] shall license and classify the masters, chief mates, engineers, and pilots of all steam-vessels. It shall be unlawful to employ any person, or for any person to serve as a master, chief mate, engineer, or pilot on any steamer, who is not licensed by the inspectors; and any one violating this section shall be liable to a penalty of one hundred dollars for each offense.

R. S., 4446.

Every master, mate, engineer, and pilot who shall receive a license shall, when employed upon any vessel, place his certificate of license, which shall be framed under glass, in some conspicuous place in such vessel, where it can be seen by passengers and others at all times; and for every neglect to comply with this provision by any such master, mate, engineer, or pilot, he shall be subject to a fine of one hundred dollars, or to the revocation of his license.

*56. Master's license.*

R. S., 4439.

Whenever any person applies to be licensed as master of a steam-vessel, the inspectors shall make diligent inquiry as to his character, and shall carefully examine the applicant, as well as the proofs which he presents in support of his claim, and if they are satisfied that his capacity, experience, habits of life, and character are such as to warrant the belief that he can be safely intrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties on any such vessel for the term of one year; but such license shall be suspended or revoked, upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to his duties, or the willful violation of any provision of this Title [R. S., 4399–4500].

*57. Chief mate's license.*

R. S., 4440.

Whenever any person applies for authority to be employed as chief mate of steam-vessels, the inspectors shall require satisfactory evidence of the knowledge, experience, and skill of the applicant in lading cargo, and in handling and stowage of freight, and shall examine him as to his knowledge and ability in navigation and managing such vessels, and all other duties pertaining to his station; and if satisfied of his qualifications and good character, they shall grant him a license, authorizing him to perform such duties for the term of one year; but such license shall be sus-



pended or revoked upon satisfactory proof of bad conduct, intemperate habits, unskillfulness, or want of knowledge of the duties of his station, or the willful violation of any provision of this Title [R. S., 4399-4500].

**58. *Engineer's license.***

Whenever any person applies for authority to perform the duties of engineer of any steam-vessel, the inspectors shall examine the applicant as to his knowledge of steam-machinery, and his experience as an engineer, and also the proofs which he produces in support of his claim; and if, upon full consideration, they are satisfied that his character, habits of life, knowledge, and experience in the duties of an engineer are all such as to authorize the belief that he is a suitable and safe person to be intrusted with the powers and duties of such a station, they shall grant him a license, authorizing him to be employed in such duties for the term of one year, in which they shall assign him to the appropriate class of engineers; but such license shall be suspended or revoked upon satisfactory proof of negligence, unskillfulness, intemperance, or the willful violation of any provision of this Title [R. S., 4399-4500]. Whenever complaint is made against any engineer holding a license authorizing him to take charge of the boilers and machinery of any steamer, that he has, through negligence or want of skill, permitted the boilers in his charge to burn or otherwise become in bad condition, or that he has not kept his engine and machinery in good working order, it shall be the duty of the inspectors, upon satisfactory proof of such negligence or want of skill, to revoke the license of such engineer and assign him to a lower grade or class of engineers, if they find him fitted therefor.

R. S., 4441.

**59. *Pilot's license.***

Whenever any person claiming to be a skillful pilot of steam-vessels offers himself for a license, the inspectors shall make diligent inquiry as to his character and merits, and if satisfied, from personal examination of the applicant, with the proof that he offers that he possesses the requisite knowledge and skill, and is trustworthy and faithful, they shall grant him a license for the term of one year to pilot any such vessel within the limits prescribed in the license; but such license shall be suspended or revoked upon satisfactory evidence of negligence, unskillfulness, inattention to the duties of his station, or intemperance, or the willful violation of any provision of this Title [R. S., 4399-4500].

R. S., 4442.

**60. *Master or mate acting as pilot.***

Where the master or mate is also pilot of the vessel, he shall not be required to hold two licenses to perform such duties, but the license issued shall state on its face that he is authorized to act in such double capacity.

R. S., 4443.



**61. *Oath of Officer.***

R. S., 4445.

Every master, chief mate, engineer, and pilot, who receives a license, shall, before entering upon his duties, make oath before one of the inspectors herein provided for, to be recorded with the certificate, that he will faithfully and honestly, according to his best skill and judgment, without concealment or reservation, perform all the duties required of him by law.

**62. *Removal of master.***

R. S., 4250.

Any person or body corporate having more than one-half ownership of any vessel shall have the power to remove a master, who is also part owner of such vessel, as such majority owners have to remove a master not an owner. This section shall not apply where there is a valid written agreement subsisting, by virtue of which such master would be entitled to possession, nor in any case where a master has possession as part owner, obtained before the ninth day of April, eighteen hundred and seventy-two.

**63. *Naturalization and citizenship of seamen.***

R. S., 2174.

Every seaman, being a foreigner, who declares his intention of becoming a citizen of the United States in any competent court, and shall have served three years on board of a merchant-vessel of the United States subsequent to the date of such declaration, may, on his application to any competent court, and the production of his certificate of discharge and good conduct during that time, together with the certificate of his declaration of intention to become a citizen, be admitted a citizen of the United States; and every seaman, being a foreigner, shall, after his declaration of intention to become a citizen of the United States, and after he shall have served such three years, be deemed a citizen of the United States for the purpose of manning and serving on board any merchant-vessel of the United States, anything to the contrary in any act of Congress notwithstanding; but such seaman shall, for all purposes of protection as an American citizen, be deemed such, after the filing of his declaration of intention to become such citizen.

R. S., 4588.

The collector of every district shall keep a book or books, in which, at the request of any seaman, being a citizen of the United States of America, and producing proof of his citizenship, authenticated in the manner hereinafter directed, he shall enter the name of such seaman, and shall deliver to him a certificate, in the following form, that is to say: "I, A. B., collector of the district of D., do hereby certify, that E. F., an American seaman, aged ——— years, or thereabouts, of the height of ——— feet ——— inches, (describing the said seaman as particularly as may be,) has, this day, produced to me proof in the manner directed by law; and I do hereby certify that the said E. F. is a citizen of the United States of America. In witness whereof, I have hereunto set my hand and seal



of office, this ——— day of ———.” It shall be the duty of the collectors to file and preserve the proofs of citizenship so produced. June 19, 1886.

**64. *Shipping officers.***

The general duties of a shipping-commissioner shall be: R. S., 4508.

First. To afford facilities for engaging seamen by keeping a register of their names and characters.

Second. To superintend their engagement and discharge, in manner prescribed by law.

Third. To provide means for securing the presence on board at the proper times of men who are so engaged.

Fourth. To facilitate the making of apprenticeships to the sea service.

Fifth. To perform such other duties relating to merchant seamen or merchant ships as are now or may hereafter be required by law.

In any port in which no shipping-commissioner shall have been appointed, the whole or any part of the business of a shipping-commissioner shall be conducted by the collector or deputy collector of customs of such port; and in respect of such business such custom-house shall be deemed a shipping-office, and the collector or deputy collector of customs to whom such business shall be committed, shall, for all purposes, be deemed a shipping-commissioner within the meaning of this Title [R. S., 4501–4613]. R. S., 4503.

All shipments of seamen made contrary to the provisions of any act of Congress shall be void; and any seaman so shipped may leave the service at any time, and shall be entitled to recover the highest rate of wages of the port from which the seaman was shipped, or the sum agreed to be given him at his shipment. R. S., 4523.

If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment as a seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall, for every such offense, be liable to a penalty of not more than one hundred dollars. R. S., 4609.

Every shipping-commissioner, and every clerk or employé in any shipping-office, who demands or receives any remuneration whatever, either directly or indirectly, for hiring or supplying any seaman for any merchant-vessels, excepting the lawful fees payable under this Title [R. S., 4501–4613], shall, for every such offense, be liable to a penalty of not more than two hundred dollars. [Fees payable by individuals abolished June 19, 1886.] June 19, 1886

**65. *Private persons shall not ship seamen in foreign trade.***

Any person other than a commissioner under this Title [R. S., 4501–4613], who shall perform or attempt to perform, either directly or indirectly, the duties which are by this Title set forth as pertaining to a shipping-commissioner, shall be liable to a penalty of not more than five hundred dollars. R. S., 4504.



*66. Owners or masters may ship seamen in certain cases.*

R. S., 4504.

Nothing in this Title [R. S., 4501–4613], however, shall prevent the owner, or consignee, or master of any vessel except vessels bound from a port in the United States to any foreign port, other than vessels engaged in trade between the United States and the British North American possessions, or the West India Islands, or the republic of Mexico, and vessels of the burden of seventy-five tons or upward bound from a port on the Atlantic to a port on the Pacific, or vice versa, from performing, himself, so far as his vessel is concerned, the duties of shipping-commissioner under this Title. Whenever the master of any vessel shall engage his crew, or any part of the same, in any collection-district where no shipping-commissioner shall have been appointed, he may perform for himself the duties of such commissioner.

*67. Arbitration before shipping-commissioner.*

R. S., 4554.

Every shipping-commissioner shall hear and decide any question whatsoever between a master, consignee, agent, or owner, and any of his crew, which both parties agree in writing to submit to him; and every award so made by him shall be binding on both parties, and shall, in any legal proceedings which may be taken in the matter, before any court of justice, be deemed to be conclusive as to the rights of parties. And any document under the hand and official seal of a commissioner purporting to be such submission or award, shall be prima-facie evidence thereof.

R. S., 4555.

In any proceeding relating to the wages, claims, or discharge of a seaman, carried on before any shipping-commissioner, under the provisions of this Title [R. S., 4501–4613], such shipping-commissioner may call upon the owner, or his agent, or upon the master, or any mate, or any other member of the crew, to produce any log-books, papers, or other documents in their possession or power, respectively, relating to any matter in question in such proceedings, and may call before him and examine any of such persons, being then at or near the place, on any such matter; and every owner, agent, master, mate, or other member of the crew who, when called upon by the shipping-commissioner, does not produce any such books, papers, or documents, if in his possession or power, or does not appear and give evidence, shall, unless he shows some reasonable cause for such a default, be liable to a penalty of not more than one hundred dollars for each offense; and, on application made by the shipping-commissioner, shall be further punished, in the discretion of the court, as in other cases of contempt of the process of the court.

*68. Apprentices.*

R. S., 4509.

Every shipping-commissioner appointed under this Title [R. S., 4501–4613] shall, if applied to for the purpose of apprenticing boys to the sea-service, by any master or owner of a vessel, or by any person legally qualified, give such assistance as is in his power for facilitating the making of



such apprenticeships; but the shipping-commissioner shall ascertain that the boy has voluntarily consented to be bound, and that the parents or guardian of such boy have consented to such apprenticeship, and that he has attained the age of twelve years, and is of sufficient health and strength, and that the master to whom such boy is to be bound is a proper person for the purpose. Such apprenticeship shall terminate when the apprentice becomes eighteen years of age. The shipping-commissioner shall keep a register of all indentures of apprenticeship made before him.

The master of every foreign-going vessel shall, before carrying any apprentice to sea from any place in the United States, cause such apprentice to appear before the shipping-commissioner before whom the crew is engaged, and shall produce to him the indenture by which such apprentice is bound, and the assignment or assignments thereof, if any; and the name of the apprentice, with the date of the indenture and of the assignment or assignments thereof, if any, shall be entered on the agreement; which shall be in the form, as near as may be, given in the table marked "A" in the schedule annexed to this Title [R. S., 4501-4613]; and no such assignment shall be made without the approval of a commissioner, of the apprentice, and of his parents or his guardian. For any violation of this section, the master shall be liable to a penalty of not more than one hundred dollars.

R. S., 4510.

**69. *Agreement to ship in foreign trade.***

The master of every vessel bound from a port in the United States to any foreign port other than vessels engaged in trade between the United States and the British North American possessions, or the West India Islands, or the republic of Mexico, or of any vessel of the burden of seventy-five tons or upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, shall, before he proceeds on such voyage, make an agreement, in writing or in print, with every seaman whom he carries to sea as one of the crew, in the manner hereinafter mentioned; and every such agreement shall be, as near as may be, in the form given in the table marked A, in the schedule annexed to this Title [R. S., 4501-4613], and shall be dated at the time of the first signature thereof, and shall be signed by the master before any seamen signs the same, and shall contain the following particulars:

R. S., 4511.

First. The nature and, as far as practicable, the duration of the intended voyage or engagement, and the port or country at which the voyage is to terminate.

Second. The number and description of the crew, specifying their respective employments.

Third. The time at which each seaman is to be on board, to begin work.

Fourth. The capacity in which each seaman is to serve.

Fifth. The amount of wages which each seaman is to receive.

Sixth. A scale of the provisions which are to be furnished to each seaman.



Seventh. Any regulations as to conduct on board, and as to fines, short allowance of provisions, or other lawful punishments for misconduct, which may be sanctioned by Congress as proper to be adopted, and which the parties agree to adopt.

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Eighth. Any stipulations in reference to allotment of wages, or other matters not contrary to law.

R. S., 4512.

The following rules shall be observed with respect to agreements:

First. Every agreement except such as are otherwise specially provided for, shall be signed by each seaman in the presence of a shipping-commissioner.

Second. When the crew is first engaged the agreement shall be signed in duplicate, and one part shall be retained by the shipping-commissioner, and the other part shall contain a special place or form for the description and signatures of persons engaged subsequently to the first departure of the ship, and shall be delivered to the master.

Third. Every agreement entered into before a shipping-commissioner shall be acknowledged and certified under the hand and official seal of such commissioner. The certificate of acknowledgment shall be indorsed on or annexed to the agreement; and shall be in the following form:

“State of ———, County of ———:

“On this ——— day of ———, personally appeared before me, a shipping-commissioner in and for the said county, A. B., C. D., and E. F., severally known to me to be the same persons who executed the foregoing instrument, who each for himself acknowledged to me that he had read or had heard read the same; that he was by me made acquainted with the conditions thereof, and understood the same; and that, while sober and not in a state of intoxication, he signed it freely and voluntarily, for the uses and purposes therein mentioned.”

R. S., 4513.

Section 4511 shall not apply to masters of vessels where the seamen are by custom or agreement entitled to participate in the profits or result of a cruise or voyage, nor to masters of coastwise nor to masters of lake-going vessels that touch at foreign ports; but seamen may, by agreement, serve on board such vessels a definite time, or, on the return of any vessel to a port in the United States, may reship and sail in the same vessel on another voyage, without the payment of additional fees to the shipping-commissioner, by either the seamen or the master.

[NOTE.—Section 4511, however, does apply in part to masters of coastwise vessels whose crews are shipped under provisions of the act of February 18, 1895.]

R. S., 4519.

The master shall, at the commencement of every voyage or engagement, cause a legible copy of the agreement, omitting signatures, to be placed or posted up in such part of the vessel as to be accessible to the crew; and on default shall be liable to a penalty of not more than one hundred dollars.



**70. *Period of engagement.***

A master of a vessel in the foreign trade may engage a seaman at any port in the United States, in the manner provided by law, to serve on a voyage to any port, or for the round trip from and to the port of departure, or for a definite time, whatever the destination. The master of a vessel making regular and stated trips between the United States and a foreign country may engage a seaman for one or more round trips, or for a definite time, or on the return of said vessel to the United States may reship such seaman for another voyage in the same vessel, in the manner provided by law, without the payment of additional fees to any officer for such reshipment or re-engagement.

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Sec. 19.

**71. *Penalty for shipment without agreement.***

If any person shall be carried to sea, as one of the crew on board of any vessel making a voyage as hereinbefore specified, without entering into an agreement with the master of such vessel, in the form and manner, and at the place and times in such cases required, the vessel shall be held liable for each such offense to a penalty of not more than two hundred dollars. But the vessel shall not be held liable for any person carried to sea, who shall have secretly stowed away himself without the knowledge of the master, mate, or of any of the officers of the vessel, or who shall have falsely personated himself to the master, mate, or officers of the vessel, for the purpose of being carried to sea.

R. S., 4514.

If any master, mate, or other officer of a vessel knowingly receives, or accepts, to be entered on board of any merchant-vessel, any seaman who has been engaged or supplied contrary to the provisions of this Title [R. S., 4501-4613], the vessel on board of which such seaman shall be found shall, for every such seaman, be liable to a penalty of not more than two hundred dollars.

R. S., 4515.

In case of desertion, or of casualty resulting in the loss of one or more seamen, the master may ship a number equal to the number of whose services he has been deprived by desertion or casualty, and report the same to the United States consul at the first port at which he shall arrive, without incurring the penalty prescribed by the two preceding sections.

R. S., 4516.

**72. *Shipment in foreign ports before consuls.***

Every master of a merchant-vessel who engages any seaman at a place out of the United States, in which there is a consular officer or commercial agent, shall, before carrying such seaman to sea, procure the sanction of such officer, and shall engage seamen in his presence; and the rules governing the engagement of seamen before a shipping-commissioner in the United States, shall apply to such engagements made before a consular officer or commercial agent; and upon every such engagement the consular officer or commercial agent shall indorse upon the agreement

R. S., 4517.



his sanction thereof, and an attestation to the effect that the same has been signed in his presence, and otherwise duly made.

R. S., 4518.

Every master who engages any seaman in any place in which there is a consular officer or commercial agent, otherwise than as required by the preceding section, shall incur a penalty of not more than one hundred dollars, for which penalty the vessel shall be held liable.

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Sec. 20.

Every master of a vessel in the foreign trade may engage any seaman at any port out of the United States, in the manner provided by law, to serve for one or more round trips from and to the port of departure, or for a definite time, whatever the destination; and the master of a vessel clearing from a port of the United States with one or more seamen engaged in a foreign port as herein provided shall not be required to reship in a port of the United States the seamen so engaged, or to give bond, as required by section forty-five hundred and seventy-six of the Revised Statutes, to produce said seamen before a boarding officer on the return of said vessel to the United States.

#### 73. *Crew list.*

R. S., 4573.

Before a clearance is granted to any vessel bound on a foreign voyage or engaged in the whale-fishery, the master thereof shall deliver to the collector of the customs a list containing the names, places of birth and residence, and description of the persons who compose his ship's company; to which list the oath of the captain shall be annexed, that the list contains the names of his crew, together with the places of their birth and residence, as far as he can ascertain them; and the collector shall deliver him a certified copy thereof.

June 19, 1886.

R. S., 4574.

In all cases of private vessels of the United States sailing from a port in the United States to a foreign port, the list of the crew shall be examined by the collector for the district from which the vessel shall clear, and, if approved of by him, shall be certified accordingly. No person shall be admitted or employed on board of any such vessel unless his name shall have been entered in the list of the crew, approved and certified by the collector for the district from which the vessel shall clear. The collector, before he delivers the list of the crew, approved and certified, to the master or proper officer of the vessel to which the same belongs, shall cause the same to be recorded in a book by him for that purpose to be provided, and the record shall be open for the inspection of all persons, and a certified copy thereof shall be admitted in evidence in any court in which any question may arise under any of the provisions of this Title [R. S., 4501-4613].

#### 74. *Crew bond.*

R. S., 4576.

The master of every vessel bound on a foreign voyage or engaged in the whale-fishery, shall enter into bond, with sufficient security, in the sum of four hundred dollars, that



he shall exhibit the certified copy of the list of the crew to the first boarding-officer, at the first port in the United States at which he shall arrive on his return, and also produce the persons named therein to the boarding-officer; whose duty it shall be to examine the men with such list, and to report the same to the collector; and it shall be the duty of the collector at the port of arrival, where the same is different from the port from which the vessel originally sailed, to transmit a copy of the list so reported to him to the collector of the port from which such vessel originally sailed. But such bond shall not be forfeited on account of the master not producing to the first boarding-officer any of the persons contained in the list, who may be discharged in a foreign country with the consent of the consul, vice-consul, commercial agent, or vice-commercial agent there residing, certified in writing, under his hand and official seal, to be produced to the collector with the other persons composing the crew; nor on account of any such person dying or absconding, or being forcibly impressed into other service, of which satisfactory proof shall be then also exhibited to the collector.

75. *Papers relating to crew.*

The following rules shall be observed with reference to vessels bound on any foreign voyage:

R. S., 4575.

First. The duplicate list of the ship's company, required to be made out by the master and delivered to the collector of the customs, under section forty-five hundred and seventy-three, shall be a fair copy in one uniform handwriting, without erasure or interlineation.

Second. It shall be the duty of the owners of every such vessel to obtain from the *shipping-commissioner, or officer acting as such in* [collector of the customs of] the district from which the clearance is made, a true and certified copy of the shipping-articles, containing the names of the crew, which shall be written in a uniform hand, without erasures or interlineations.

Third. These documents, which shall be deemed to contain all the conditions of contract with the crew as to their service, pay, voyage, and all other things, shall be produced by the master, and laid before any consul, or other commercial agent of the United States, whenever he may deem their contents necessary to enable him to discharge the duties imposed upon him by law toward any mariner applying to him for his aid or assistance.

Fourth. All interlineations, erasures, or writing in a hand different from that in which such duplicates were originally made, shall be deemed fraudulent alterations, working no change in such papers, unless satisfactorily explained in a manner consistent with innocent purposes and the provisions of law which guard the rights of mariners.

Fifth. If any master of a vessel shall proceed on a foreign voyage without the documents herein required, or refuse to produce them when required, or to perform the duties imposed by this section, or shall violate the provisions



thereof, he shall be liable to each and every individual injured thereby in damages, to be recovered in any court of the United States in the district where such delinquent may reside or be found, and in addition thereto be punishable by a fine of one hundred dollars for each offense.

Sixth. It shall be the duty of the boarding-officer to report all violations of this section to the collector of the port where any vessel may arrive, and the collector shall report the same to the Secretary of the Treasury and to the United States attorney in his district.

**76. *Shipment of seamen in the coasting trade.***

June 19, 1886.  
Sec. 2.

Shipping commissioners may ship and discharge crews for any vessel engaged in the coastwise trade, or the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or the Republic of Mexico, at the request of the master or owner of such vessel, the shipping and discharging fees in such cases to be one-half that prescribed by section forty-six hundred and twelve of the Revised Statutes, for the purpose of determining the compensation of shipping commissioners.

Feb. 18, 1895.

When a crew is shipped by a shipping commissioner for any American vessel in the coastwise trade, or the trade between the United States and the Dominion of Canada, or New Foundland, or the West Indies, or Mexico, as authorized by section two of an Act approved June nineteenth, eighteen hundred and eighty-six, entitled "An Act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen, and owners of vessels, and for other purposes," an agreement shall be made with each seaman engaged as one of such crew in the same manner as is provided by Sections four thousand five hundred and eleven and four thousand five hundred and twelve of the Revised Statutes, not however including the sixth, seventh and eighth items of Section four thousand five hundred and eleven; and such agreement shall be posted as provided in Section four thousand five hundred and nineteen, and such seamen shall be discharged and receive their wages as provided by the first clause of Section four thousand five hundred and twenty-nine and also by Sections four thousand five hundred and twenty-six, four thousand five hundred and twenty-seven, four thousand five hundred and twenty-eight, four thousand five hundred and thirty, four thousand five hundred and thirty-five, four thousand five hundred and thirty-six, four thousand five hundred and forty-two, four thousand five hundred and forty-three, four thousand five hundred and forty-four, four thousand five hundred and forty-five, four thousand five hundred and forty-six, four thousand five hundred and forty-seven, four thousand five hundred and forty-nine, four thousand five hundred and fifty, four thousand five hundred and fifty-one, four thousand five hundred and fifty-two, four thousand five hundred and fifty-three and four thousand five hundred and fifty-four of the Revised Statutes; but in all other respects such shipment



of seamen and such shipping agreement shall be regarded as if both shipment and agreement had been entered into between the master of a vessel and a seaman without going before a shipping commissioner.

*77. Agreement in coasting trade not before commissioner.*

Every master of any vessel of the burden of fifty tons or upward, bound from a port in one State to a port in any other than an adjoining State, except vessels of the burden of seventy-five tons or upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, shall, before he proceeds on such voyage, make an agreement in writing or in print, with every seaman on board such vessel except such as shall be apprentice or servant to himself or owners, declaring the voyage or term of time for which such seaman shall be shipped. R. S., 4520.

If any master of such vessel of the burden of fifty tons or upward shall carry out any seaman or mariner, except apprentices or servants, without such contract or agreement being first made and signed by the seamen, such master shall pay to every such seaman the highest price or wages which shall have been given at the port or place where such seaman was shipped, for a similar voyage, within three months next before the time of such shipping, if such seaman shall perform such voyage; or if not, then for such time as he shall continue to do duty on board such vessel; and shall moreover be liable to a penalty of twenty dollars for every such seaman, recoverable, one-half to the use of the person prosecuting for the same, and the other half to the use of the United States. Any seaman who has not signed such a contract shall not be bound by the regulations nor subject to the penalties and forfeitures contained in this Title [R. S., 4501-4613]. R. S., 4521.

At the foot of every such contract to ship upon such a vessel of the burden of fifty tons or upward, there shall be a memorandum in writing of the day and the hour on which the seamen who ship and subscribe shall render themselves on board to begin the voyage agreed upon. If any such seaman shall neglect to render himself on board the vessel, for which he has shipped, at the time mentioned in such memorandum, and if the master of the vessel shall, on the day on which such neglect happened, make an entry in the log-book of such vessel, of the name of such seaman, and shall in like manner note the time that he so neglected to render himself, after the time appointed, every such seaman shall forfeit for every hour which he shall so neglect to render himself, one day's pay, according to the rate of wages agreed upon, to be deducted out of his wages. If any such seaman shall wholly neglect to render himself on board of such vessel, or having rendered himself on board, shall afterward desert and escape, so that the vessel proceed to sea without him, he shall be liable to pay to the master, owner, or consignee of the vessel, a sum [equal to that paid to him by advance at the time of signing the contract, over and besides the sum so advanced, both which R. S., 4522.

June 26, 1884.  
Sec. 10.



sums shall be recoverable in any court, or before any justice of any State, city, town, or county within the United States, which, by the laws thereof, have cognizance of debts of equal value, against such seaman or mariner, or his surety or sureties, in case he shall have given surety to proceed on the voyage.]

[NOTE.—Advances prohibited by act of June 26, 1884.]

**78. *Agreement with fishermen.***

R. S., 4391

The master of any vessel of the burden of twenty tons or upward, qualified according to law for carrying on the bank and other cod fisheries, or the mackerel-fishery, bound from a port of the United States to be employed in any such fishery, at sea, shall, before proceeding on such fishing-voyage, make an agreement in writing with every fisherman who may be employed therein, except only an apprentice or servant of himself or owner, and, in addition to such terms of shipment as may be agreed on, shall, in such agreement, express whether the same is to continue for one voyage or for the fishing-season, and shall also express that the fish or the proceeds of such fishing-voyage or voyages which may appertain to the fishermen shall be divided among them in proportion to the quantities or number of such fish which they may respectively have caught. Such agreement shall be indorsed or countersigned by the owner of such fishing-vessel or his agent.

R. S., 4392.

If any fisherman, having engaged himself for a voyage or for the fishing-season in any fishing-vessel and signed an agreement therefor, thereafter and while such agreement remains in force and to be performed deserts or absents himself from such vessel without leave of the master thereof, or of the owner or his agent, such deserter shall be liable to the same penalties as deserting seamen are subject to in the merchant service, and may in the like manner, and upon the like complaint and proof, be apprehended and detained; and all costs of process and commitment, if paid by the master or owner, shall be deducted out of the share of fish or proceeds of any fishing-voyage to which such deserter had or shall become entitled. Every fisherman, having so engaged himself, who during such fishing-voyage refuses or neglects his proper duty on board the fishing-vessel, being thereto ordered or required by the master thereof, or otherwise resists his just commands to the hindrance or detriment of such voyage, besides being answerable for all damages arising thereby, shall forfeit to the use of the owner of such vessel his share of any public allowance which may be paid upon such voyage.

R. S., 4393.

Whenever an agreement or contract is so made and signed for a fishing-voyage or for the fishing-season, and any fish caught on board such vessel during the same are delivered to the owner or to his agent, for cure, and sold by such owner or agent, such vessel shall, for the term of six months after such sale, be liable for the master's and every other fisherman's share of such fish, and may be proceeded against in



the same form and to the same effect as any other vessel is by law liable, and may be proceeded against for the wages of seamen or mariners in the merchant service. Upon such proceeding for the value of a share or shares of the proceeds of fish so delivered and sold it shall be incumbent on the owner or his agent to produce a just account of the sales and division of such fish according to such agreement or contract; otherwise the vessel shall be answerable upon such proceeding for what may be the highest value of the shares demanded. But in all cases the owner of such vessel or his agent, appearing to answer in such proceeding, may offer thereupon his account of general supplies made for such fishing-voyage and of other supplies therefor made to either of the demandants, and shall be allowed to produce evidence thereof in answer to their demands respectively; and judgment shall be rendered upon such proceeding for the respective balances which upon such an inquiry shall appear.

When process shall be issued against any vessel so liable, if the owner thereof or his agent will give bond to each fisherman in whose favor such process shall be instituted, with sufficient security, to the satisfaction of two justices of the peace, of whom one shall be named by such owner or agent, and the other by the fisherman or fishermen pursuing such process, or if either party shall refuse, then the justice first appointed shall name his associate, with condition to answer and pay whatever sum shall be recovered by him or them on such process, there shall be an immediate discharge of such vessel. Nothing in this or the preceding section shall prevent any fisherman from having his action at common law for his share or shares of fish or the proceeds thereof.

R. S., 4394.

#### 79. *Discharge in foreign trade.*

All seamen discharged in the United States from merchant-vessels engaged in voyages from a port in the United States to any foreign port, or, being of the burden of seventy-five tons or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall be discharged and receive their wages in the presence of a duly authorized shipping-commissioner under this Title [R. S., 4501-4613], except in cases where some competent court otherwise directs; and any master or owner of any such vessel who discharges any such seaman belonging thereto, or pays his wages within the United States in any other manner, shall be liable to a penalty of not more than fifty dollars.

R. S., 4549.

Every master shall, not less than forty-eight hours before paying off or discharging any seaman, deliver to him, or, if he is to be discharged before a shipping-commissioner, to such shipping-commissioner, a full and true account of his wages, and all deductions to be made therefrom on any account whatsoever; and in default shall, for each offense, be liable to a penalty of not more than fifty dollars. No deduction from the wages of any seaman except in respect of some matter happening after such delivery shall be

R. S., 4550.



allowed, unless it is included in the account delivered; and the master shall, during the voyage, enter the various matters in respect to which such deductions are made, with the amounts of the respective deductions as they occur, in the official log-book, and shall, if required, produce such book at the time of the payment of wages, and, also, upon the hearing, before any competent authority, of any complaint or question relating to such payment.

R. S., 4551.

Upon the discharge of any seaman, or upon payment of his wages, the master shall sign and give him a certificate of discharge, specifying the period of his service and the time and place of his discharge, in the form marked Table B in the schedule annexed to this Title [R. S., 4501-4613]; and every master who fails to sign and give to such seaman such certificate and discharge, shall, for each such offense, incur a penalty not exceeding fifty dollars. But whenever the master shall discharge his crew or any part thereof in any collection-district, where no shipping-commissioner has been appointed, he may perform for himself the duties of such commissioner.

#### 80. *Discharge in foreign ports.*

R. S., 4580.  
June 26, 1884.  
Sec. 2.

Upon the application of the master of any vessel to a consular officer to discharge a seaman, or upon the application of any seaman for his own discharge, if it appears to such officer that said seaman has completed his shipping agreement, or is entitled to his discharge under any act of Congress or according to the general principles or usages of maritime law as recognized in the United States, such officer shall discharge said seaman, and require from the master of said vessel, before such discharge shall be made, payment of the wages which may then be due said seaman; but no payment of extra wages shall be required by any consular officer upon such discharge of any seaman except as provided in this act.

R. S., 4581.  
June 26, 1884.  
Sec. 7.

If any consular officer, when discharging any seaman, shall neglect to require the payment of and collect the arrears of wages and extra wages required to be paid in the case of the discharge of any seaman, he shall be accountable to the United States to the full amount thereof.

April 4, 1888.  
Sec. 3.

If any seaman, after his discharge, shall have incurred any expense for board or other necessities, or for reasonable charges for medical care and nursing, at the place of his discharge, before shipping again, or for transportation to the United States, such expense shall be paid out of the arrears of wages and extra wages received by the consular officer, which shall be retained for that purpose, and the balance only paid over to such seaman; and if such arrears and extra wages are not sufficient to defray such expense, the deficiency shall be paid from the fund in the Treasury for the maintenance and transportation of destitute American seamen.

R. S., 4582.  
June 26, 1884.  
Sec. 5.

Whenever a vessel of the United States is sold in a foreign country, and her company discharged, it shall be the duty of the master to produce to the consular officer the



certified list of his ship's company, and also the shipping articles, and to pay to said consular officer for every seaman so discharged one month's wages over and above the wages which may then be due to such seaman; but in case the master of the vessel so sold shall, with the assent of said seaman, provide him with adequate employment on board some other vessel bound to the port at which he was originally shipped, or to such other port as may be agreed upon by him, then no payment of extra wages shall be required.

Whenever on the discharge of a seaman in a foreign country, on his complaint that the voyage is continued contrary to agreement, the consular officer shall be satisfied that such voyage has been designedly and unnecessarily prolonged in violation of the articles of shipment, or whenever a seaman is discharged by a consular officer in consequence of any hurt or injury received in the service of the vessel, such consular officer shall require the payment by the master of one month's wages for such seaman over and above the wages due at the time of discharge.

R. S., 4583.  
June 26, 1884.  
Sec. 3.

#### 81. *Wages.*

No seaman shall, by any agreement other than is provided by this Title [R. S., 4501-4613], forfeit his lien upon the ship, or be deprived of any remedy for the recovery of his wages to which he would otherwise have been entitled; and every stipulation in any agreement inconsistent with any provision of this Title, and every stipulation by which any seaman consents to abandon his right to his wages in the case of the loss of the ship, or to abandon any right which he may have or obtain in the nature of salvage, shall be wholly inoperative.

R. S., 4535.

The following rules shall be observed with respect to the settlement of wages:

First. Upon the completion, before a shipping-commissioner, of any discharge and settlement, the master or owner and each seaman, respectively, in the presence of the shipping-commissioner, shall sign a mutual release of all claims for wages in respect of the past voyage or engagement, and the shipping-commissioner shall also sign and attest it, and shall retain it in a book to be kept for that purpose, provided both the master and seaman assent to such settlement, or the settlement has been adjusted by the shipping-commissioner.

R. S., 4552.

Second. Such release, so signed and attested, shall operate as a mutual discharge and settlement of all demands for wages between the parties thereto, on account of wages, in respect of the past voyage or engagement.

Third. A copy of such release, certified under the hand and seal of such shipping-commissioner to be a true copy, shall be given by him to any party thereto requiring the same, and such copy shall be receivable in evidence upon any future question touching such claims, and shall have all the effect of the original of which it purports to be a copy.



Fourth. In cases in which discharge and settlement before a shipping-commissioner are required, no payment, receipt, settlement, or discharge otherwise made shall operate as evidence of the release or satisfaction of any claim.

Fifth. Upon payment being made by a master before a shipping-commissioner, the shipping-commissioner shall, if required, sign and give to such master a statement of the whole amount so paid; and such statement shall, between the master and his employer, be received as evidence that he has made the payments therein mentioned.

R. S., 4553.

Upon every discharge effected before a shipping-commissioner, the master shall make and sign, in the form given in the table marked "B," in the schedule annexed to this Title [R. S., 4501-4613], a report of the conduct, character, and qualifications of the persons discharged; or may state in such form, that he declines to give any opinion upon such particulars, or upon any of them; and the commissioner shall keep a register of the same, and shall, if desired so to do by any seaman, give to him or indorse on his certificate of discharge a copy of so much of such report as concerns him.

R. S., 4524.

A seaman's right to wages and provisions shall be taken to commence either at the time at which he commences work, or at the time specified in the agreement for his commencement of work or presence on board, whichever first happens.

R. S., 4525.

No right to wages shall be dependent on the earning of freight by the vessel; but every seaman or apprentice who would be entitled to demand and receive any wages if the vessel on which he has served had earned freight, shall, subject to all other rules of law and conditions applicable to the case, be entitled to claim and recover the same of the master or owner in personam, notwithstanding that freight has not been earned. But in all cases of wreck or loss of vessel, proof that any seaman or apprentice has not exerted himself to the utmost to save the vessel, cargo, and stores, shall bar his claim.

R. S., 4526.

In cases where the service of any seaman terminates before the period contemplated in the agreement, by reason of the wreck or loss of the vessel, such seaman shall be entitled to wages for the time of service prior to such termination, but not for any further period.

R. S., 4527.

Any seaman who has signed an agreement and is afterward discharged before the commencement of the voyage or before one month's wages are earned, without fault on his part justifying such discharge, and without his consent, shall be entitled to receive from the master or owner, in addition to any wages he may have earned, a sum equal in amount to one month's wages as compensation, and may, on adducing evidence satisfactory to the court hearing the case, of having been improperly discharged, recover such compensation as if it were wages duly earned.

R. S., 4528.

No seaman or apprentice shall be entitled to wages for any period during which he unlawfully refuses or neglects



to work when required, after the time fixed by the agreement for him to begin work, nor, unless the court hearing the case otherwise directs, for any period during which he is lawfully imprisoned for any offense committed by him.

The master or owner of every vessel making voyages from a port on the Atlantic to a port on the Pacific, or vice versa, shall pay to every seaman his wages, within two days after the termination of the agreement, or at the time such seaman is discharged, whichever first happens; and, in the case of vessels making foreign voyages, within three days after the cargo has been delivered, or within five days after the seaman's discharge, whichever first happens; and in all cases the seaman shall, at the time of his discharge, be entitled to be paid, on account, a sum equal to one-fourth part of the balance due to him. Every master or owner who neglects or refuses to make payment in manner hereinbefore mentioned, without sufficient cause, shall pay to the seaman a sum not exceeding the amount of two days' pay for each of the days, not exceeding ten days, during which payment is delayed beyond the respective periods; which sum shall be recoverable as wages in any claim made before the court. But this section shall not apply to the masters or owners of any vessel the seamen on which are entitled to share in the profits of the cruise or voyage. R. S., 4529.

Every seaman shall be entitled to receive from the master of the vessel to which he belongs, one third part of the wages which shall be due to him at every port where such vessel shall unlade and deliver her cargo before the voyage is ended, unless the contrary be expressly stipulated in the contract; and as soon as the voyage is ended, and the cargo or ballast is fully discharged at the last port of delivery, he shall be entitled to the wages which shall be then due. R. S., 4530.

Whenever the wages of any seaman are not paid within ten days after the time when the same ought to be paid according to the provisions of this Title [R. S., 4501-4613], or any dispute arises between the master and seamen touching wages, the district judge for the judicial district where the vessel is, or in case his residence be more than three miles from the place, or he be absent from the place of his residence, then, any judge or justice of the peace, or any commissioner of a circuit court, may summon the master of such vessel to appear before him, to show cause why process should not issue against such vessel, her tackle, apparel, and furniture, according to the course of admiralty courts, to answer for the wages. R. S., 4546.

If the master against whom such summons is issued neglects to appear, or, appearing, does not show that the wages are paid, or otherwise satisfied or forfeited, and if the matter in dispute is not forthwith settled, the judge or justice or commissioner shall certify to the clerk of the district court that there is sufficient cause of complaint whereon to found admiralty process, and thereupon the clerk of such court shall issue process against the vessel, and the suit R. S., 4547.



shall be proceeded on in the court, and final judgment shall be given according to the usual course of admiralty courts in such cases. In such suit all the seamen having cause of complaint of the like kind against the same vessel, shall be joined as complainants; and it shall be incumbent on the master to produce the contract and log-book, if required, to ascertain any matters in dispute; otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall lie on the master. But nothing herein contained shall prevent any seaman from maintaining any action at common law for the recovery of his wages, or having immediate process out of any court having admiralty jurisdiction, wherever any vessel may be found, in case she shall have left the port of delivery where her voyage ended, before payment of the wages, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

R. S., 4548.

Moneys paid under the laws of the United States, by direction of consular officers or agents, at any foreign port or place, as wages, extra or otherwise, due American seamen, shall be paid in gold or its equivalent, without any deduction whatever any contract to the contrary notwithstanding.

R. S., 4603.

Any question concerning the forfeiture of, or deductions from, the wages of any seaman or apprentice, may be determined in any proceeding lawfully instituted with respect to such wages, notwithstanding the offense in respect of which such question arises, though hereby made punishable by imprisonment as well as forfeiture, has not been made the subject of any criminal proceeding.

R. S., 4605.

Whenever in any proceeding relating to seamen's wages it is shown that any seaman or apprentice has, in the course of the voyage, been convicted of any offense by any competent tribunal, and rightfully punished therefor, by imprisonment or otherwise, the court hearing the case may direct a part of the wages due to such seaman not exceeding fifteen dollars, to be applied in reimbursing any costs properly incurred by the master in procuring such conviction and punishment.

### 82. *Vessels exempt from libel for wages.*

R. S., 4251.

Feb. 18, 1875.

No canal-boat, without masts or steam power, which is required to be registered, licensed, or enrolled and licensed, shall be subject to be libeled in any of the United States courts for the wages of any person who may be employed on board thereof, or in navigating the same.

### 83. *Advance wages prohibited in foreign and coasting trade.*

June 26, 1884.  
Sec. 10.

It shall be, and is hereby, made unlawful in any case to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay any person, other than



an officer authorized by act of Congress to collect fees for such service, any remuneration for the shipment of seamen. Any person paying such advance wages or such remuneration shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine not less than four times the amount of the wages so advanced or remuneration so paid, and may be also imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages or remuneration shall in no case, except as herein provided, absolve the vessel, or the master or owner thereof, from full payment of wages after the same shall have been actually earned, and shall be no defense to a libel, suit, or action for the recovery of such wages: *Provided*, That this section shall not apply to whaling-vessels:

**84.** *Allotment of wages in foreign trade.*

It shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages which he may earn to his wife, mother, or other relative, or to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement, not exceeding ten dollars per month for each month of the time usually required for the voyage for which the seaman has shipped, under such regulations as the Secretary of the Treasury may prescribe, but no allotment to any other person or corporation shall be lawful. And any person who shall falsely claim such relationship to any seaman in order to obtain wages so allotted shall, for every such offense, be punishable by a fine of not exceeding five hundred dollars, or imprisonment not exceeding six months, at the discretion of the court. This section shall apply as well to foreign vessels as to vessels of the United States: and any master, owner, consignee, or agent of any foreign vessel who has violated this section shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for a similar violation.

June 26, 1884.  
Sec. 10.  
June 19, 1886.  
Sec. 3.

**85.** *Regulation of allotments and penalty for advances.*

All stipulations for the allotment of any part of the wages of a seaman, during his absence, which are made at the commencement of the voyage shall be inserted in the agreement, and shall state the amounts and times of the payments to be made, and the persons to whom such payments are to be made.

R. S., 4531.

No advance of wages shall be made, or advance security given to any person, but to the seaman himself, or to his wife or mother; and no advance of wages shall be made, or advance security given, unless the agreement contains a stipulation for the same, and an accurate statement of the amount thereof; and no advance wages or advance security shall be given to any seaman, except in the presence of the shipping-commissioner.

R. S., 4532.

[NOTE.—Advances prohibited by act of June 26, 1884.]



R. S., 4533.

If any advance of wages is made or advance security given to any seaman in any such manner as to constitute a breach of any of the provisions of the two preceding sections, the wages of such seaman shall be recoverable by him, as if no such advance had been made or promised; and in the case of any advance security so given, no person shall be sued thereon, unless he was a party to such breach.

R. S., 4534.

Whenever any advance security is discounted for any seaman, such seaman shall sign or set his mark to a receipt indorsed on the security, stating the sum actually paid or accounted for to him by the person discounting the same; and if the seaman sails in the vessel from the port of departure mentioned in the security, and is then duly earning his wages, or is previously discharged with the consent of the master, but not otherwise, the person discounting the security may, ten days after the final departure of the vessel from the port of departure mentioned in the security, sue for and recover the amount promised by the security, with costs, either from the owner or from any agent who has drawn or authorized the drawing of the security; and in any such proceeding it shall be sufficient for such person to prove that the security was given by the owner or master, or some other authorized agent, and that the same was discounted to and receipted by the seaman; and the seaman shall be presumed to have sailed in the vessel from such port, and to be duly earning his wages, unless the contrary is proved.

**86. *Wages and clothing exempt from attachment.***

R. S., 4536.

No wages due or accruing to any seaman or apprentice shall be subject to attachment or arrestment from any court; and every payment of wages to a seaman or apprentice shall be valid in law, notwithstanding any previous sale or assignment of wages, or of any attachment, incumbrance, or arrestment thereon; and no assignment or sale of wages, or of salvage, made prior to the accruing thereof, shall bind the party making the same, except such advance securities as are authorized by this Title [R. S., 4501–4613].

Feb. 18, 1895.

The clothing of any seaman shall be exempt from attachment, and any person who shall detain such clothing when demanded by the owner shall be liable to a penalty of not exceeding one hundred dollars.

R. S., 4537.

No sum exceeding one dollar shall be recoverable from any seaman, by any one person, for any debt contracted during the time such seaman shall actually belong to any vessel, until the voyage for which such seaman engaged shall be ended.

**87. *Desertion.***

R. S., 4598.

If any seaman who shall have signed a contract to perform a voyage shall, at any port or place, desert, or shall absent himself from such vessel, without leave of the master, or officer commanding in the absence of the master, it shall be lawful for any justice of the peace within the United States, upon the complaint of the master, to issue his warrant to apprehend such deserter, and bring him before such



justice; and if it then appears that he has signed a contract within the intent and meaning of this Title [R. S., 4501–4613], and that the voyage agreed for is not finished, or altered, or the contract otherwise dissolved, and that such seaman has deserted the vessel, or absented himself without leave, the justice shall commit him to the house of correction or common jail of the city, town, or place, to remain there until the vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the master, he paying all the cost of such commitment, and deducting the same out of the wages due to such seaman.

Whenever, either at the commencement of or during any voyage, any seaman or apprentice neglects or refuses to join, or deserts from or refuses to proceed to sea in, any vessel in which he is duly engaged to serve, or is found otherwise absenting himself therefrom without leave, the master, or any mate, or the owner, or consignee, or shipping-commissioner, may, in any place in the United States, with or without the assistance of the local public officers or constables, who are hereby directed to give their assistance if required, and also at any place out of the United States, if and so far as the laws in force at such place will permit, apprehend him without first procuring a warrant; and may thereupon, in any case, and shall in case he so requires and it is practicable, convey him before any court of justice or magistrate of any State, city, town, or county, within the United States, authorized to take cognizance of offenses of like degree and kind, to be dealt with according to the provisions of law governing such cases; and may, for the purpose of conveying him before such court or magistrate, detain him in custody for a period not exceeding twenty-four hours, or may, if he does not so require, or if there is no such court at or near the place, at once convey him on board. If such apprehension appears to the court or magistrate before whom the case is brought to have been made on improper or on insufficient grounds, the master, mate, consignee, or shipping-commissioner who makes the same, or causes the same to be made, shall be liable to a penalty of not more than one hundred dollars; but such penalty, if inflicted, shall be a bar to any action for false imprisonment.

R. S., 4599.

It shall be the duty of consular officers to reclaim deserters and discountenance insubordination by every means within their power, and where the local authorities can be usefully employed for that purpose, to lend their aid and use their exertions to that end in the most effectual manner. In all cases where deserters are apprehended the consular officer shall inquire into the facts; and if he is satisfied that the desertion was caused by unusual or cruel treatment, he shall discharge the seaman, and require the master of the vessel from which such seaman is discharged to pay one month's wages over and above the wages then due; and the officer discharging such seaman shall enter upon the crew-list and shipping articles the cause of discharge, and the particulars in which the cruelty or unusual

R. S., 4600.

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treatment consisted, and the facts as to his discharge or re-engagement, as the case may be, and subscribe his name thereto officially.

R. S., 4604.

All clothes, effects, and wages which, under the provisions of this Title [R. S., 4501–4613], are forfeited for desertion, shall be applied, in the first instance, in payment of the expenses occasioned by such desertion, to the master or owner of the vessel from which the desertion has taken place, and the balance, if any, shall be paid by the master or owner to any shipping-commissioner resident at the port at which the voyage of such vessel terminates; and the shipping-commissioner shall account for and pay over such balance to the judge of the circuit court within one month after the commissioner receives the same, to be disposed of by him in the same manner as is prescribed for the disposal of the money, effects, and wages of deceased seamen. Whenever any master or owner neglects or refuses to pay over to the shipping-commissioner such balance, he shall be liable to a penalty of double the amount thereof, recoverable by the commissioner in the same manner that seamen's wages are recovered. In all other cases of forfeiture of wages, the forfeiture shall be for the benefit of the master or owner by whom the wages are payable.

**88. *Desertion of foreign seamen in the United States.***

R. S., 5280.

On application of a consul or vice-consul of any foreign government having a treaty with the United States stipulating for the restoration of seamen deserting, made in writing, stating that the person therein named has deserted from a vessel of any such government, while in any port of the United States, and on proof by the exhibition of the register of the vessel, ship's roll, or other official document, that the person named belonged, at the time of desertion, to the crew of such vessel, it shall be the duty of any court, judge, commissioner of any circuit court, justice, or other magistrate, having competent power, to issue warrants to cause such person to be arrested for examination. If, on examination, the facts stated are found to be true, the person arrested not being a citizen of the United States, shall be delivered up to the consul or vice-consul, to be sent back to the dominions of any such government, or, on the request and at the expense of the consul or vice consul, shall be detained until the consul or vice-consul finds an opportunity to send him back to the dominions of any such government. No person so arrested shall be detained more than two months after his arrest; but at the end of that time shall be set at liberty, and shall not be again molested for the same cause. If any such deserter shall be found to have committed any crime or offense, his surrender may be delayed until the tribunal before which the case shall be depending, or may be cognizable, shall have pronounced its sentence, and such sentence shall have been carried into effect.

**89. *Harboring deserters.***

R. S., 4601.

Whenever any person harbors or secretes any seaman belonging to any vessel, knowing him to belong thereto, he



shall be liable to pay ten dollars for every day during which he continues so to harbor or secrete such seaman, recoverable one-half to the use of the person prosecuting for the same, the other half to the use of the United States.

**90. *Soliciting lodgers.***

If, within twenty-four hours after the arrival of any vessel at any port in the United States, any person, then being on board such vessel, solicits any seaman to become a lodger at the house of any person letting lodgings for hire, or takes out of such vessel any effects of any seaman, except under his personal direction, and with the permission of the master, he shall, for every such offense, be punishable by a fine of not more than fifty dollars, or by imprisonment for not more than three months.

R. S., 4607.

**91. *Return of destitute seamen from foreign ports.***

It shall be the duty of the consuls, vice-consuls, commercial agents, and vice-commercial agents, from time to time, to provide for the seamen of the United States, who may be found destitute within their districts, respectively, sufficient subsistence and passages to some port in the United States, in the most reasonable manner, at the expense of the United States, subject to such instructions as the Secretary of State shall give. The seamen shall, if able, be bound to do duty on board the vessels in which they may be transported, according to their several abilities.

R. S., 4577.

All masters of vessels of the United States, and bound to some port of the same, are required to take such destitute seamen on board their vessels, at the request of consular officers, and to transport them to the port in the United States to which such vessel may be bound, on such terms, not exceeding ten dollars for each person for voyages of not more than thirty days, and not exceeding twenty dollars for each person for longer voyages, as may be agreed between the master and the consular officer, when the transportation is by a sailing vessel; and the regular steerage passenger rate not to exceed two cents per mile when the transportation is by steamer; and said consular officer shall issue certificates for such transportation, which certificates shall be assignable for collection. If any such destitute seaman is so disabled or ill as to be unable to perform duty, the consular officer shall so certify in the certificate of transportation, and such additional compensation shall be paid as the Comptroller of the Treasury shall deem proper. Every such master who refuses to receive and transport such seamen on the request or order of such consular officer shall be liable to the United States in a penalty of one hundred dollars for each seaman so refused. The certificate of any such consular officer, given under his hand and official seal, shall be presumptive evidence of such refusal in any court of law having jurisdiction for the recovery of the penalty. No master of any vessel shall, however, be obliged to take a greater number

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than one man to every one hundred tons burden of the vessel on any one voyage, or to take any seaman having a contagious disease.

R. S., 4579.

Whenever distressed seamen of the United States are transported from foreign ports where there is no consular officer of the United States, to ports of the United States, there shall be allowed to the master or owner of each vessel, in which they are transported, such reasonable compensation, in addition to the allowance now fixed by law, as shall be deemed equitable by the Comptroller of the Treasury.

**92. *Effects of deceased seamen.***

R. S., 4538.

Whenever any seaman or apprentice belonging to or sent home on any merchant vessel, whether a foreign-going or domestic vessel, employed on a voyage which is to terminate in the United States, dies during such voyage, the master shall take charge of all moneys, clothes, and effects which he leaves on board, and shall, if he thinks fit, cause all or any of such clothes and effects to be sold by auction at the mast or other public auction, and shall thereupon sign an entry in the official log-book, and cause it to be attested by the mate and one of the crew, containing the following particulars:

First. A statement of the amount of money so left by the deceased.

Second. In case of a sale, a description of each article sold, and the sum received for each.

Third. A statement of the sum due to deceased as wages, and the total amount of deductions, if any, to be made therefrom.

R. S., 4539.

In cases embraced by the preceding section, the following rules shall be observed:

First. If the vessel proceeds at once to any port in the United States, the master shall, within forty-eight hours after his arrival, deliver any such effects remaining unsold, and pay any money which he has taken charge of, or received from such sale, and the balance of wages due to the deceased, to the shipping-commissioner at the port of destination in the United States.

Second. If the vessel touches and remains at some foreign port before coming to any port in the United States, the master shall report the case to the United States consular officer there, and shall give to such officer any information he requires as to the destination of the vessel and probable length of the voyage; and such officer may, if he considers it expedient so to do, require the effects, money, and wages to be delivered and paid to him, and shall, upon such delivery and payment, give to the master a receipt; and the master shall within forty-eight hours after his arrival at his port of destination in the United States produce the same to the shipping-commissioner there. Such consular officer shall, in any such case, indorse and certify upon the agreement with the crew the particulars with respect to such delivery and payment.

Third. If the consular officer does not require such payment and delivery to be made to him, the master shall take



charge of the effects, money, and wages, and shall, within forty-eight hours after his arrival at his port of destination in the United States, deliver and pay the same to the shipping-commissioner there.

Fourth. The master shall, in all cases in which any seaman or apprentice dies during the voyage or engagement, give to such officer or shipping-commissioner an account, in such form as they may respectively require, of the effects, money, and wages so to be delivered and paid; and no deductions claimed in such account shall be allowed unless verified by an entry in the official log-book, if there be any; and by such other vouchers, if any, as may be reasonably required by the officer or shipping-commissioner to whom the account is rendered.

Fifth. Upon due compliance with such of the provisions of this section as relate to acts to be done at the port of destination in the United States, the shipping-commissioner shall grant to the master a certificate to that effect. No officer of customs shall clear any foreign-going vessel without the production of such certificate.

Whenever any master fails to take such charge of the money or other effects of a seaman or apprentice during a voyage, or to make such entries in respect thereof, or to procure such attestation to such entries, or to make such payment or delivery of any money, wages, or effects of any seaman or apprentice dying during a voyage, or to give such account in respect thereof as is above directed, he shall be accountable for the money, wages, and effects of the seaman or apprentice to the circuit court in whose jurisdiction such port of destination is situate, and shall pay and deliver the same accordingly; and he shall, in addition, for every such offense, be liable to a penalty of not more than treble the value of the money or effects, or, if such value is not ascertained, not more than two hundred dollars; and if any such money, wages, or effects are not duly paid, delivered, and accounted for by the master, the owner of the vessel shall pay, deliver, and account for the same, and such money and wages and the value of such effects shall be recoverable from him accordingly; and if he fails to account for and pay the same, he shall, in addition to his liability for the money and value, be liable to the same penalty which is incurred by the master for a like offense; and all money, wages, and effects of any seaman or apprentice dying during a voyage shall be recoverable in the courts and by the modes of proceeding by which seamen are enabled to recover wages due to them.

R. S., 4540.

Whenever any such seaman or apprentice dies at any place out of the United States, leaving any money or effects not on board of his vessel, the consular officer of the United States at or nearest the place shall claim and take charge of such money and effects, and shall, if he thinks fit, sell all or any of such effects, or any effects of any deceased seaman or apprentice delivered to him under the provisions of this Title [R. S., 4501–4613], and shall quarterly remit to the district judge for the district embracing the port from

R. S., 4541.



which such vessel sailed, or the port where the voyage terminates, all moneys belonging to or arising from the sale of the effects or paid as the wages of any deceased seamen or apprentices which have come to his hands; and shall render such accounts thereof as the district judge requires.

R. S., 4542.

Whenever any seaman or apprentice dies in the United States, and is, at the time of his death, entitled to claim from the master or owner of any vessel in which he has served, any unpaid wages or effects, such master or owner shall pay and deliver, or account for the same, to the shipping-commissioner at the port where the seaman or apprentice was discharged, or was to have been discharged.

R. S., 4543.

Every shipping-commissioner in the United States shall, within one week from the date of receiving any such money, wages, or effects of any deceased seaman or apprentice, pay, remit, or deliver to the circuit court of the circuit in which he resides, the money, wages, or effects, subject to such deductions as may be allowed by the circuit court for expenses incurred in respect to such money and effects; and should any commissioner fail to pay, remit, and deliver the same to the circuit court, within the time hereinbefore mentioned, he shall incur a penalty of not more than treble the value of such money and effects.

R. S., 4544.

If the money and effects of any seaman or apprentice paid, remitted, or delivered to the circuit court, including the moneys received for any part of his effects which have been sold, either before delivery to the circuit court, or by its directions, do not exceed in value the sum of three hundred dollars, then, subject to the provisions hereinafter contained, and to all such deductions for expenses incurred in respect to the seaman or apprentice, or of his money and effects, as the said court thinks fit to allow, the court may pay and deliver the said money and effects to any claimants who can prove themselves either to be his widow or children, or to be entitled to the effects of the deceased under his will, or under any statute, or at common law, or to be entitled to procure probate, or take out letters of administration or confirmation, although no probate or letters of administration or confirmation have been taken out, and shall be thereby discharged from all further liability in respect of the money and effects so paid and delivered; or may, if it thinks fit so to do, require probate, or letters of administration or confirmation, to be taken out, and thereupon pay and deliver the said money and effects to the legal personal representatives of the deceased; and if such money and effects exceed in value the sum of three hundred dollars, then, subject to deduction for expenses, the court shall pay and deliver the same to the legal personal representatives of the deceased.

R. S., 4545.

When no claim to the wages or effects of a deceased seaman or apprentice, received by a circuit court, is substantiated within six years after the receipt thereof by the court, it shall be in the absolute discretion of the court, if any subsequent claim is made, either to allow or refuse the same.



Such courts shall, from time to time, pay any moneys arising from the unclaimed wages and effects of deceased seamen, which, in their opinion, it is not necessary to retain for the purpose of satisfying claims, into the Treasury of the United States, and such moneys shall form a fund for, and be appropriated to, the relief of sick and disabled and destitute seamen belonging to the United States merchant marine service.

*93. Offenses and punishment.*

Whenever any seaman who has been lawfully engaged, or any apprentice to the sea-service, commits any of the following offenses, he shall be punishable as follows: R. S., 4596.

First. For desertion, by imprisonment for not more than three months, and by forfeiture of all or any part of the clothes or effects he leaves on board, and of all or any part of the wages or emoluments which he has then earned.

Second. For neglecting and refusing, without reasonable cause, to join his vessel, or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel sailing from any port, either at the commencement or during the progress of any voyage; or for absence at any time without leave, and without sufficient reason, from his vessel, or from his duty, not amounting to desertion, or not treated as such by the master; by imprisonment for not more than one month, and also, at the discretion of the court, by forfeiture of his wages, of not more than two days' pay, and, for every twenty-four hours of absence, either a sum not exceeding six days' pay, or any expenses which have been properly incurred in hiring a substitute.

Third. For quitting the vessel without leave after her arrival at her port of delivery, and before she is placed in security, by forfeiture out of his wages of not more than one month's pay.

Fourth. For willful disobedience to any lawful command, by imprisonment for not more than two months, and also, at the discretion of the court, by forfeiture out of his wages of not more than four days' pay.

Fifth. For continued willful disobedience to lawful commands, or continued willful neglect of duty, by imprisonment for not more than six months, and also, at the discretion of the court, by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of either a sum not more than twelve days' pay, or sufficient to defray any expenses which have been properly incurred in hiring a substitute.

Sixth. For assaulting any master or mate, by imprisonment for not more than two years.

Seventh. For combining with any others of the crew to disobey lawful commands, or to neglect duty, or to impede navigation of the vessel, or the progress of the voyage, by imprisonment for not more than twelve months.

Eighth. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by for-



feiture out of his wages, of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months.

Ninth. For any act of smuggling of which he is convicted, and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to re-imburse the master or owner for such loss or damage; and the whole or any part of his wages may be retained in satisfaction or on account of such liability; and he shall also be liable to imprisonment for a period of not more than twelve months.

R. S., 4597.

Upon the commission of any of the offenses enumerated in the preceding section, an entry thereof shall be made in the official log-book, and shall be signed by the master, and by the mate or one of the crew; and the offender, if still in the vessel, shall, before her next arrival at any port, or if she is at the time in port, before her departure therefrom, either be furnished with a copy of such entry, or have the same read over distinctly and audibly to him, and may thereupon make such reply thereto as he thinks fit; and a statement that a copy of the entry has been so furnished, or the same has been so read over, together with the reply, if any, made by the offender, shall likewise be entered and signed in the same manner. In any subsequent legal proceedings the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production of proof, the court hearing the case may, at its discretion, refuse to receive evidence of the offense.

R. S., 4602.

Any master of, or any seaman or apprentice belonging to, any merchant vessel, who, by willful breach of duty, or by reason of drunkenness, does any act tending to the immediate loss or destruction of, or serious damage to such vessel, or tending immediately to endanger the life or limb of any person belonging to or on board of such vessel; or who, by willful breach of duty, or by neglect of duty, or by reason of drunkenness, refuses or omits to do any lawful act proper and requisite to be done by him for preserving such vessel from immediate loss, destruction, or serious damage, or for preserving any person belonging to or on board of such ship from immediate danger to life or limb, shall, for every such offense, be deemed guilty of a misdemeanor, punishable by imprisonment for not more than twelve months.

R. S., 4608.

No seaman in the merchant-service shall wear any sheath-knife on shipboard. It shall be the duty of the master of any vessel registered, enrolled, or licensed under the laws of the United States, and of the person entering into contract for the employment of a seaman upon any such vessel, to inform every person offering to ship himself of the provisions of this section, and to require his compliance therewith, under a penalty of fifty dollars for each omission, to be sued for and recovered in the name of the United States, under the direction of the Secretary of the Treasury;



one half for the benefit of the informer, and the other half for the benefit of the fund for the relief of sick and disabled seamen.

Flogging on board vessels of commerce is hereby abolished. R. S., 4611.

94. *Procedure.*

All penalties and forfeitures imposed by this Title [R. S., 4501-4613], for the recovery whereof no specific mode is hereinbefore provided, may be recovered, with costs, in any circuit court of the United States, at the suit of any district attorney of the United States, or at the suit of any person by information to any district attorney in any port of the United States, where or near to where the offense is committed or the offender is found; and if a conviction is had, and the sum imposed as a penalty by the court is not paid either immediately after the conviction, or within such period as the court at the time of the conviction appoints, it shall be lawful for the court to commit the offender to prison, there to be imprisoned for the term hereinbefore provided in case of such offense, the commitment to be terminable upon payment of the amount and costs; and all penalties and forfeitures mentioned in this Title for which no special application is provided, shall, when recovered, be paid and applied in manner following: So much as the court shall determine, and the residue shall be paid to the court and be remitted from time to time, by order of the judge, to the Treasury of the United States, and appropriated as provided for in section forty-five hundred and forty-five: *Provided always*, That it shall be lawful for the court before which any proceeding shall be instituted for the recovery of any pecuniary penalty imposed by this act, to mitigate or reduce such penalty as to such court shall appear just and reasonable; but no such penalty shall be reduced to less than one-third of its original amount: *Provided also*, That all proceedings so to be instituted shall be commenced within two years next after the commission of the offense, if the same shall have been committed at or beyond the Cape of Good Hope or Cape Horn, or within one year if committed elsewhere, or within two months after the return of the offender and the complaining party to the United States; and there shall be no appeal from any decision of any of the circuit courts, unless the amount sued for exceeds the sum of five hundred dollars. R. S., 4610.

In the construction of this Title [R. S., 4501-4613], every person having the command of any vessel belonging to any citizen of the United States shall be deemed to be the "master" thereof; and every person (apprentices excepted) who shall be employed or engaged to serve in any capacity on board the same shall be deemed and taken to be a "seaman;" and the term "vessel" shall be understood to comprehend every description of vessel navigating on any sea or channel, lake or river, to which the provisions of this Title may be applicable, and the term "owner" shall be taken and understood to comprehend all the several persons, if more than one, to whom the vessel shall belong. R. S., 4612.







NOTE.—In the place for signatures and descriptions of men engaged after the first departure of the ship, the entries are to be made as above, except that the signatures of the consul or vice-consul, officer of customs, or witness before whom the man is engaged, is to be substituted for that of the shipping-master.

## ACCOUNT OF APPRENTICES ON BOARD.

| Christian and sur-<br>name of ap-<br>prentice in full. | Date of regis-<br>try of inden-<br>ture. | Port at which<br>indenture was<br>registered. | Date of regis-<br>ter of assign-<br>ment. | Port at which<br>assignment was<br>registered. |
|--------------------------------------------------------|------------------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------|
|                                                        |                                          |                                               |                                           |                                                |

SCALE OF PROVISIONS TO BE ALLOWED AND SERVED OUT  
TO THE CREW DURING THE VOYAGE.

|                 | Bread.      | Beef.       | Pork.       | Flour.      | Peas.       | Rice.       | Barley.     | Tea.        | Coffee.     | Sugar.      | Water.      |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                 | <i>Lbs.</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Pts.</i> | <i>Pts.</i> | <i>Pts.</i> | <i>Ozs.</i> | <i>Ozs.</i> | <i>Ozs.</i> | <i>Qts.</i> |
| Sunday .....    | 1           | 1½          | .....       | ½           | .....       | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Monday .....    | 1           | .....       | 1¼          | .....       | ⅓           | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Tuesday .....   | 1           | 1½          | .....       | ½           | .....       | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Wednesday ..... | 1           | .....       | 1¼          | .....       | ⅓           | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Thursday .....  | 1           | 1½          | .....       | ½           | .....       | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Friday .....    | 1           | .....       | 1¼          | .....       | ⅓           | .....       | .....       | ⅛           | ⅛           | 2           | 3           |
| Saturday .....  | 1           | 1½          | .....       | .....       | .....       | .....       | .....       | ⅛           | ⅛           | 2           | 3           |

(Here any stipulation for changes, or substitution of one article for another, may be inserted.)

## SUBSTITUTES.

One ounce of coffee, or cocoa, or chocolate, may be substituted for one-quarter ounce of tea; molasses for sugar, the quantity to be one-half more; one pound of potatoes or yams, one-half pound flour or rice; one-third pint of peas or one-quarter pint of barley may be substituted for each other. When fresh meat is issued, the proportion to be two pounds per man per day, in lieu of salt meat. Flour, rice, and peas, beef and pork, may be substituted for each other, and, for potatoes, onions may be substituted.



TABLE B.

CERTIFICATE OF DISCHARGE.

| Name and official number of ship. | Port of registry. | Tonnage. | Description of voyage or employment. | Name of seaman. | Place of birth. | Date of birth. | Character. | Declines to give statement of character. | Capacity. | Date of entry. | Date of discharge. | Place of discharge. |
|-----------------------------------|-------------------|----------|--------------------------------------|-----------------|-----------------|----------------|------------|------------------------------------------|-----------|----------------|--------------------|---------------------|
|                                   |                   |          |                                      |                 |                 |                |            |                                          |           |                |                    |                     |

I certify that the above particulars are correct, and that the above-named seaman was discharged accordingly.  
Dated — day of —, eighteen hundred and —.  
(Signed) —, Master.  
(Countersigned) —, Seaman.

Given to the above-named seaman in my presence this — day of —, eighteen hundred and —.  
(Signed) —,  
Shipping-Commissioner.

96. Sick and disabled seamen.

R. S., 4801. The President is authorized to receive donations of real or personal property, in the name of the United States, for the erection or support of hospitals for sick and disabled seamen.

June 26, 1884. The expense of maintaining the Marine Hospital Service shall hereafter be borne by the United States out of the receipts for duties on tonnage provided for by this act; and so much thereof as may be necessary, is hereby appropriated for that purpose.  
Sec. 15.

Mar. 3, 1875. The term "seaman," wherever employed in legislation relating to the marine-hospital service, shall be held to include any person employed on board in the care, preservation, or navigation of any vessel, or in the service, on board, of those engaged in such care, preservation, or navigation.  
Sec. 3.

R. S., 4804. No person employed in or connected with the navigation management, or use of canal-boats engaged in the coasting-trade shall by reason thereof be entitled to any benefit or relief from the marine-hospital fund.

Mar. 3, 1875. Sick and disabled seamen of foreign vessels and of vessels not subject to hospital-dues may be cared for by the marine-hospital service at such rates and under such regulations as the Secretary of the Treasury may prescribe.  
Sec. 6.

R. S., 4805. Sick foreign seamen may be admitted to the marine hospitals within the United States, if it can with convenience be done, on the application of the master of any foreign



vessel to which any such seaman may belong. Each seaman so admitted shall be subject to a charge of [seventy-five cents] per day for each day he may remain in the hospital, which shall be paid by the master of such foreign vessel to the collector of the collection-district in which such hospital is situated. And the collector shall not grant a clearance to any foreign vessel until the money so due from her master shall be paid. The officer in charge of each hospital is hereby directed, under penalty of fifty dollars, to make out the accounts against each foreign seaman that may be placed in the hospital under his direction, and render the same to the collector.

Mar. 3, 1875.  
Sec. 6.

Insane patients of said [marine hospital] service shall be admitted into the Government Hospital for the Insane upon the order of the Secretary of the Treasury, and shall be cared for therein until cured or until removed by the same authority; and the charge for each such patient shall not exceed four dollars and fifty cents a week, which charge shall be paid out of the marine-hospital fund.

Mar. 3, 1875.  
Sec. 5.

The privilege of admission to and temporary treatment in the marine hospitals under the control of the Government of the United States be, and is hereby, extended to the keepers and crews of the Life-Saving Service under the same rules and regulations as those governing sailors and seamen, and for the purposes of this Act members of the Life-Saving Service shall be received in said hospitals and treated therein, and at the dispensaries thereof, as are seamen of American registered vessels; but this Act shall not be so construed as to compel the establishment of hospitals or dispensaries for the benefit of said keepers and crews, nor as establishing a home for the same when permanently disabled.

Aug. 4, 1894.

**97. Jurisdiction over American seamen in foreign ports and foreign seamen in American ports.**

Whenever it is stipulated by treaty or convention between the United States and any foreign nation that the consul-general, consuls, vice-consuls, or consular or commercial agents of each nation, shall have exclusive jurisdiction of controversies, difficulties, or disorders arising at sea or in the waters or ports of the other nation, between the master or officers and any of the crew, or between any of the crew themselves, of any vessel belonging to the nation represented by such consular officer, such stipulations shall be executed and enforced within the jurisdiction of the United States as hereinafter declared. But before this section shall take effect as to the vessels of any particular nation having such treaty with the United States, the President shall be satisfied that similar provisions have been made for the execution of such treaty by the other contracting party, and shall issue his proclamation to that effect, declaring this section to be in force as to such nation.

R. S., 4079.

In all cases within the purview of the preceding section the consul-general, consul, or other consular or commercial authority of such foreign nation charged with the appro-

R. S., 4080.



priate duty in the particular case, may make application to any court of record of the United States, or to any judge thereof, or to any commissioner of a circuit court, setting forth that such controversy, difficulty, or disorder has arisen, briefly stating the nature thereof, and when and where the same occurred, and exhibiting a certified copy or abstract of the shipping-articles, roll, or other proper paper of the vessel, to the effect that the person in question is of the crew or ship's company of such vessel; and further stating and certifying that such person has withdrawn himself, or is believed to be about to withdraw himself, from the control and discipline of the master and officers of the vessel, or that he has refused, or is about to refuse, to submit to and obey the lawful jurisdiction of such consular or commercial authority in the premises; and further stating and certifying that, to the best of the knowledge and belief of the officer certifying, such person is not a citizen of the United States. Such application shall be in writing and duly authenticated by the consular or other sufficient official seal. Thereupon such court, judge, or commissioner shall issue his warrant for the arrest of the person so complained of, directed to the marshal of the United States for the appropriate district, or in his discretion to any person, being a citizen of the United States, whom he may specially depute for the purpose, requiring such person to be brought before him for examination at a certain time and place.

R. S., 4081.

If, on such examination, it is made to appear that the person so arrested is a citizen of the United States, he shall be forthwith discharged from arrest, and shall be left to the ordinary course of law. But if this is not made to appear, and such court, judge, or commissioner finds, upon the papers hereinbefore referred to, a sufficient prima-facie case that the matter concerns only the internal order and discipline of such foreign vessel, or, whether in its nature civil or criminal, does not affect directly the execution of the laws of the United States, or the rights and duties of any citizen of the United States, he shall forthwith, by his warrant, commit such person to prison, where prisoners under sentence of a court of the United States may be lawfully committed, or, in his discretion, to the master or chief officer of such foreign vessel, to be subject to the lawful orders, control, and discipline of such master or chief officer, and to the jurisdiction of the consular or commercial authority of the nation to which such vessel belongs, to the exclusion of any authority or jurisdiction in the premises of the United States or any State thereof. No person shall be detained more than two months after his arrest, but at the end of that time shall be set at liberty and shall not again be arrested for the same cause. The expenses of the arrest and the detention of the person so arrested shall be paid by the consular officer making the application.

R. S., 728.

The district and circuit courts, and the commissioners of the circuit courts, shall have power to carry into effect, according to the true intent and meaning thereof, the award,



or arbitration, or decree of any consul, vice-consul, or commercial agent of any foreign nation, made or rendered by virtue of authority conferred on him as such consul, vice-consul, or commercial agent, to sit as judge or arbitrator in such differences as may arise between the captains and crews of the vessels belonging to the nation whose interests are committed to his charge, application for the exercise of such power being first made to such court or commissioner by petition of such consul, vice-consul, or commercial agent. And said courts and commissioners may issue all proper remedial process, mesne and final, to carry into full effect such award, arbitration, or decree, and to enforce obedience thereto, by imprisonment in the jail or other place of confinement in the district in which the United States may lawfully imprison any person arrested under the authority of the United States, until such award, arbitration, or decree is complied with, or the parties are otherwise discharged therefrom, by the consent in writing of such consul, vice-consul, or commercial agent, or his successor in office, or by the authority of the foreign government appointing such consul, vice-consul, or commercial agent: *Provided, however,* That the expenses of the said imprisonment, and maintenance of the prisoners, and the cost of the proceedings, shall be borne by such foreign government, or by its consul, vice-consul, or commercial agent requiring such imprisonment. The marshals of the United States shall serve all such process, and do all other acts necessary and proper to carry into effect the premises, under the authority of the said courts and commissioners.

98. *Seamen's witness fees.*

There shall be paid to each seaman or other person who is sent to the United States from any foreign port, station, sea, or ocean, by any United States minister, chargé d'affaires, consul, captain, or commander, to give testimony in any criminal case depending in any court of the United States, such compensation, exclusive of subsistence and transportation, as such court may adjudge to be proper, not exceeding one dollar for each day necessarily employed in such voyage, and in arriving at the place of examination or trial. In fixing such compensation, the court shall take into consideration the condition of said seaman or witness, and whether his voyage has been broken up, to his injury, by his being sent to the United States. When such seaman or person is transported in an armed vessel of the United States no charge for subsistence or transportation shall be allowed. When he is transported in any other vessel, the compensation for his transportation and subsistence, not exceeding in any case fifty cents a day, may be fixed by the court, and shall be paid to the captain of said vessel accordingly.

R. S., 851.

99. *Impressment of American seamen.*

The master of every vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, shall, at the first port at which such

R. S., 4589.



vessel arrives, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately make a protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained; distinguishing also whether he was an American citizen; and, if not, to what nation he belonged. Such master shall also transmit, by post or otherwise, every such protest made in a foreign country, to the nearest consul or agent, or to the minister of the United States resident in such country, if any such there be; preserving a duplicate of such protest, to be by him sent immediately after his arrival within the United States to the Secretary of State, together with information to whom the original protest was transmitted. In case such protest shall be made within the United States, or in any foreign country, in which no consul, agent, or minister of the United States resides, the same shall, as soon thereafter as practicable, be transmitted by such master, by post or otherwise, to the Secretary of State.

R. S., 4590.

The collectors of the districts of the United States shall, from time to time, make known the provisions of the two [see Citizenship of seamen] preceding sections to all masters of vessels of the United States entering or clearing at their several offices. The master of every such vessel shall, before he is admitted to an entry by any such collector, be required to declare on oath whether any of the crew of the vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of the preceding section. Every master who willfully neglects or refuses to make the declarations herein required, or to perform the duties enjoined by the preceding section, shall be liable to a penalty of one hundred dollars. The collectors shall prosecute for any forfeiture that may be incurred under this section.

R. S., 4591.

The collector of every port of entry in the United States shall send a list of the seamen to whom certificates of citizenship have been granted, once every three months, to the Secretary of State, together with an account of such impressments or detentions, as shall appear, by the protests of the masters, to have taken place.



## PART IV.—LOG-BOOK; SUPPLIES; SEAWORTHINESS.

100. Log book.  
101. Provisions and water.  
102. Weights and measures.

103. Medicine chest and slop chest.  
104. Inspection of seaworthiness.

### 100. *Log-book.*

Every vessel making voyages from a port in the United States to any foreign port, or being of the burden of seventy-five tons, or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an official log-book; and every master of such vessel shall make, or cause to be made therein, entries of the following matters, that is to say: R. S., 4290.

First. Every legal conviction of any member of his crew, and the punishment inflicted.

Second. Every offense committed by any member of his crew for which it is intended to prosecute, or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section forty-five hundred and ninety-seven.

Third. Every offense for which punishment is inflicted on board, and the punishment inflicted.

Fourth. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.

Fifth. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.

Sixth. Every case of death happening on board, with the cause thereof.

Seventh. Every birth happening on board, with the sex of the infant, and the names of the parents.

Eighth. Every marriage taking place on board, with the names and ages of the parties.

Ninth. The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.

Tenth. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

Eleventh. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.



R. S., 4291.

Every entry hereby required to be made in the official log-book shall be signed by the master and by the mate, or some other one of the crew, and every entry in the official log-book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as the occurrence to which it relates, shall be made and dated so as to show the date of the occurrence, and of the entry respecting it; and in no case shall any entry therein, in respect of any occurrence happening previously to the arrival of the vessel at her final port, be made more than twenty-four hours after such arrival.

R. S., 4292.

If in any case the official log-book is not kept in the manner hereby required, or if any entry hereby directed to be made in any such log-book is not made at the time and in the manner hereby directed, the master shall, for each such offense, be liable to a penalty of not more than twenty-five dollars; and every person who makes, or procures to be made, or assists in making, any entry in any official log-book in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than twenty-four hours after such arrival, shall, for each offense, be liable to a penalty of not more than one hundred and fifty dollars.

#### 101. *Provisions and water.*

R. S., 4564.

Every vessel belonging to a citizen of the United States, bound on a voyage across the Atlantic Ocean, shall, at the time of leaving the last port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat, and one hundred pounds of wholesome ship-bread, for every person on board such vessel, besides such other provisions, stores, and live-stock as shall by the master or passengers be put on board, and in like proportion for shorter or longer voyages.

R. S., 4565.

Any three or more of the crew of any merchant-vessel of the United States bound from a port in the United States to any foreign port, or being of the burden of seventy-five tons or upward, and bound from a port on the Atlantic to a port on the Pacific, or vice versa, may complain to any officer in command of any of the vessels of the United States Navy, or consular officer of the United States, or shipping-commissioner or chief officer of the customs, that the provisions or water for the use of the crew are, at any time, of bad quality, unfit for use, or deficient in quantity. Such officer shall thereupon examine the provisions or water, or cause them to be examined; and if, on examination, such provisions or water are found to be of bad quality and unfit for use, or to be deficient in quantity, the person making such examination shall certify the same in writing to the master of the ship. If such master does not thereupon provide other proper provisions or water, where the same can be had, in lieu of any so certified to be of a bad quality and unfit for use, or does not procure the requisite quantity of any so certified to be insufficient in quantity, or



uses any provisions or water which have been so certified as aforesaid to be of bad quality and unfit for use, he shall, in every such case, be liable to a penalty of not more than one hundred dollars; and upon every such examination the officers making or directing the same shall enter a statement of the result of the examination in the log-book, and shall send a report thereof to the district judge for the judicial district embracing the port to which such vessel is bound; and such report shall be received in evidence in any legal proceedings.

If the officer to whom any such complaint, in regard to the provisions or the water, is made, certifies in such statement that there was no reasonable ground for such complaint, each of the parties so complaining shall be liable to forfeit to the master or owner, out of his wages, a sum not exceeding one week's wages.

R. S., 4566.

If any seamen, while on board any vessel, shall state to the master that they desire to make complaint, in accordance with the two preceding sections, in regard to the provisions or the water, to a competent officer, against the master, the master shall, if the vessel is then at a place where there is any such officer, so soon as the service of the vessel will permit, and if the vessel is not then at such a place, so soon after her first arrival at such place as the service of the vessel will permit, allow such seamen, or any of them, to go ashore, or shall send them ashore, in proper custody, so that they may be enabled to make such complaint; and shall, in default, be liable to a penalty of not more than one hundred dollars.

R. S., 4567.

If, during a voyage, the allowance of any of the provisions which any seaman has, by his agreement, stipulated for, is reduced, except in accordance with any regulations for reduction by way of punishment, contained in the agreement, and also for any time during which such seaman willfully, and without sufficient cause, refuses or neglects to perform his duty, or is lawfully under confinement for misconduct, either on board or on shore; or if it is shown that any of such provisions are, or have been during the voyage, bad in quality, and unfit for use, the seaman shall receive by way of compensation for such reduction or bad quality, according to the time of its continuance, the following sums, to be paid to him in addition to and to be recoverable as wages:

R. S., 4568.

First. If his allowance is reduced by any quantity not exceeding one-third of the quantity specified in the agreement, a sum not exceeding fifty cents a day.

Second. If his allowance is reduced by more than one-third of such quantity, a sum not exceeding one dollar a day.

Third. In respect of bad quality, a sum not exceeding one dollar a day.

But if it is shown to the satisfaction of the court before which the case is tried, that any provisions, the allowance of which has been reduced, could not be procured or supplied in sufficient quantities, or were unavoidably injured



or lost, and that proper and equivalent substitutes were supplied in lieu thereof, in a reasonable time, the court shall take such circumstances into consideration, and shall modify or refuse compensation, as the justice of the case may require.

**102. *Weights and measures.***

R. S., 4571.

Every master shall keep on board proper weights and measures for the purpose of determining the quantities of the several provisions and articles served out, and shall allow the same to be used at the time of serving out such provisions and articles, in the presence of a witness, whenever any dispute arises about such quantities, and in default shall, for every offense, be liable to a penalty of not more than fifty dollars.

**103. *Medicine chest and slop-chest.***

R. S., 4569.

Every vessel belonging to a citizen of the United States, bound from a port in the United States to any foreign port, or being of the burden of seventy-five tons or upward, and bound from a port on the Atlantic to a port on the Pacific, or vice versa, shall be provided with a chest of medicines; and every sailing-vessel bound on a voyage across the Atlantic or Pacific Ocean, or around Cape Horn, or the Cape of Good Hope, or engaged in the whale or other fisheries, or in sealing, shall also be provided with, and cause to be kept, a sufficient quantity of lime or lemon juice, and also sugar and vinegar, or other anti-scorbutics, to be served out to every seaman as follows: The master of every such vessel shall serve the lime or lemon juice, and sugar and vinegar, to the crew, within ten days after salt provisions mainly have been served out to the crew, and so long afterward as such consumption of salt provisions continues; the lime or lemon juice and sugar daily at the rate of half an ounce each per day; and the vinegar weekly, at the rate of half a pint per week for each member of the crew.

June 26, 1884.  
Sec. 11.

June 19, 1886.  
Sec. 13.

Every such vessel except vessels engaged in the whaling or fishing business shall also be provided with a slop-chest, which shall contain a complement of clothing for the intended voyage for each seaman employed, including boots or shoes, hats or caps, under clothing and outer clothing, oiled clothing, and everything necessary for the wear of a seaman; also a full supply of tobacco and blankets. Any of the contents of the slop-chest shall be sold, from time to time, to any or every seaman applying therefor, for his own use, at a profit not exceeding ten per centum of the reasonable wholesale value of the same at the port at which the voyage commenced. And if any such vessel is not provided, before sailing, as herein required, the owner shall be liable to a penalty of not more than five hundred dollars. The provisions of this section shall not apply to vessels plying between the United States and the Dominion of Canada, Newfoundland, the Bermuda Islands, the Bahama Islands, the West Indies, Mexico and Central America.



If, on any such vessel, such medicines, medical stores, lime or lemon juice, or other articles, sugar, and vinegar, as are required by the preceding section, are not provided and kept on board, as required, the master or owner shall be liable to a penalty of not more than five hundred dollars; and if the master of any such vessel neglects to serve out the lime or lemon juice, and sugar and vinegar in the case and manner directed, he shall for each such offense be liable to a penalty of not more than one hundred dollars; and if any master is convicted in either of the offenses mentioned in this section, and it appears that the offense is owing to the act or default of the owner, such master may recover the amount of such penalty, and the costs incurred by him, from the owner. R. S., 4570.

Every vessel bound on any foreign voyage shall also be provided with at least one suit of woolen clothing for each seaman, for use during the winter months; and every such vessel shall be provided with fuel and a safe and suitable room in which a fire can be kept for the use of seamen. R. S., 4572.

**104. *Inspection of seaworthiness.***

If the mate or first officer under the master, and a majority of the crew of any vessel, bound on a voyage to any foreign port, shall, after the voyage is begun, and before the vessel shall have left the land, discover that the vessel is too leaky, or is otherwise unfit in her crew, body, tackle, apparel, furniture, provisions, or stores, to proceed on the intended voyage, and shall require such unfitness to be inquired into, the master shall, upon the request of the mate or other officer and such majority, forthwith proceed to or stop at the nearest or most convenient port or place where such inquiry can be made, and shall there apply to the judge of the district court of that judicial district, if he shall there reside, or if not, to some justice of the peace of the city, town, or place, taking with him two or more of the crew who shall have made such request. R. S., 4556.

The judge or justice shall, upon such application of the master or commander, issue his precept directed to three persons in the neighborhood, the most skillful in maritime affairs that can be procured, requiring them to repair on board such vessel, and to examine the same in respect to the defects and insufficiencies complained of, and to make report to him, the judge or justice, as the case may be, in writing under their hands, or the hands of two of them, whether in any or in what respect the vessel is unfit to proceed on the intended voyage, and what addition of men, provisions, or stores, or what repairs or alterations in the body, tackle, or apparel will be necessary; and upon such report the judge or justice shall adjudge, and shall indorse on the report his judgment, whether the vessel is fit to proceed on the intended voyage; and if not, whether such repairs can be made or deficiencies supplied where the vessel then lies, or whether it is necessary for her to return to the port from whence she first sailed, to be there refitted; and the master and crew shall in all things conform to the judgment. The master or commander shall, in the first R. S., 4557.



instance, pay all the costs of such view, report, and judgment, to be taxed and allowed on a fair copy thereof, certified by the judge or justice. But if the complaint of the crew shall appear, upon the report and judgment, to have been without foundation, the master or commander, or the owner or consignee of such vessel, shall deduct the amount thereof, and of reasonable damages for the detention, to be ascertained by the judge or justice, out of the wages growing due to the complaining seamen.

R. S., 4558.

If after judgment that such vessel is fit to proceed on her intended voyage, or after procuring such men, provisions, stores, repairs, or alterations as may be directed, the seamen, or either of them, shall refuse to proceed on the voyage, it shall be lawful for any justice of the peace to commit, by warrant under his hand and seal, every such seaman who refuses, to the common jail of the county, there to remain without bail or mainprise until he has paid double the sum advanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as are allowed by the justice, and inserted in the warrant; and the sureties of such seaman, in case he has given any, shall remain liable for such payment; nor shall any such seaman be discharged upon any writ of habeas corpus or otherwise, for want of any form of commitment, or other previous proceedings, until such sum is paid by him or his surety, if sufficient matter be made to appear, upon the return of such habeas corpus, and an examination then had, to detain him for the causes hereinbefore assigned.

R. S., 4559.

Upon a complaint in writing, signed by the first, or the second and third officers and a majority of the crew, of any vessel while in a foreign port, that such vessel is in an unsuitable condition to go to sea, because she is leaky, or insufficiently supplied with sails, rigging, anchors, or any other equipment, or that the crew is insufficient to man her, or that her provisions, stores, and supplies are not, or have not been, during the voyage, sufficient and wholesome, thereupon, in any of these or like cases, the consul or a commercial agent who may discharge any duties of a consul, shall appoint two disinterested, competent, practical men, acquainted with maritime affairs, to examine into the causes of complaint, who shall, in their report, state what defects and deficiencies, if any, they find to be well founded, as well as what, in their judgment, ought to be done to put the vessel in order for the continuance of her voyage.

R. S., 4560.

The inspectors appointed by any consul or commercial agent, in pursuance of the preceding section, shall have full power to examine the vessel and whatever is aboard of her, so far as is pertinent to their inquiry, and also to hear and receive any other proofs which the ends of justice may require; and if, upon a view of the whole proceedings, the consul or other commercial agent is satisfied therewith, he may approve the whole or any part of the report, and shall certify such approval; or if he dissents, he shall certify his reasons for dissenting.



The inspectors in their report shall also state whether, in their opinion, the vessel was sent to sea unsuitably provided in any important or essential particular, by neglect or design, or through mistake or accident; and in case it was by neglect or design, and the consular officer approves of such finding, he shall discharge such of the crew as request it, and shall require the payment by the master of one month's wages for each seaman over and above the wages then due. But if, in the opinion of the inspectors, the defects or deficiencies found to exist have been the result of mistake or accident, and could not, in the exercise of ordinary care, have been known and provided against before the sailing of the vessel, and the master shall, in a reasonable time, remove or remedy the causes of complaint, then the crew shall remain and discharge their duty.

R. S., 4561.  
June 26, 1884.  
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The master shall pay all such reasonable charges for inspection under such complaint as shall be officially certified to him under the hand of the consul or commercial agent; but in case the inspectors report that the complaint is without any good and sufficient cause, the master may retain from the wages of the complainants, in proportion to the pay of each, the amount of such charges, with such reasonable damages for detention on that account as the consul or commercial agent directing the inquiry may officially certify.

R. S., 4562.

Every master who refuses to pay such wages and charges shall be liable to each person injured thereby, in damages, to be recovered in any court of the United States in the district where such delinquent may reside or be found, and in addition thereto be punishable by a fine of one hundred dollars for each offense.

R. S., 4563.



## PART V.—LIABILITY OF OWNERS, MASTERS, AND SHIPPERS.

105. Liability of owners, masters, and shippers. | 106. Bill of lading.

### 105. *Liability of owners, masters, and shippers.*

R. S., 4281.

If any shipper of platina, gold, gold dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds, or other precious stones, or any gold or silver in a manufactured or unmanufactured state, watches, clocks, or time pieces of any description, trinkets, orders, notes, or securities for payment of money, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with any other material, furs, or lace, or any of them, contained in any parcel, or package, or trunk, shall lade the same as freight or baggage, on any vessel, without at the time of such lading giving to the master, clerk, agent, or owner of such vessel receiving the same a written notice of the true character and value thereof, and having the same entered on the bill of lading therefor, the master and owner of such vessel shall not be liable as carriers thereof in any form or manner; nor shall any such master or owner be liable for any such goods beyond the value and according to the character thereof so notified and entered.

R. S., 4282.

No owner of any vessel shall be liable to answer for or make good to any person any loss or damage which may happen to any merchandise whatsoever, which shall be shipped, taken in, or put on board any such vessel, by reason or by means of any fire happening to or on board the vessel, unless such fire is caused by the design or neglect of such owner.

R. S., 4283.

The liability of the owner of any vessel, for any embezzlement, loss, or destruction, by any person, of any property, goods, or merchandise, shipped or put on board of such vessel, or for any loss, damage, or injury by collision, or for any act, matter, or thing, lost, damage, or forfeiture, done, occasioned, or incurred, without the privity or knowledge of such owner or owners, shall in no case exceed the amount or value of the interest of such owner in such vessel, and her freight then pending.



Whenever any such embezzlement, loss, or destruction is suffered by several freighters or owners of goods, wares, merchandise, or any property whatever, on the same voyage, and the whole value of the vessel, and her freight for the voyage, is not sufficient to make compensation to each of them, they shall receive compensation from the owner of the vessel, in proportion to their respective losses; and for that purpose the freighters and owners of the property, and the owner of the vessel, or any of them, may take the appropriate proceedings in any court, for the purpose of apportioning the sum for which the owner of the vessel may be liable among the parties entitled thereto. R. S., 4284.

It shall be deemed a sufficient compliance on the part of such owner with the requirements of this Title [R. S., 4131-4305] relating to his liability for any embezzlement, loss, or destruction of any property, goods, or merchandise, if he shall transfer his interest in such vessel and freight, for the benefit of such claimants, to a trustee, to be appointed by any court of competent jurisdiction, to act as such trustee for the person who may prove to be legally entitled thereto; from and after which transfer all claims and proceedings against the owner shall cease. R. S., 4285.

The charterer of any vessel, in case he shall man, victual, and navigate such vessel at his own expense, or by his own procurement, shall be deemed the owner of such vessel within the meaning of the provisions of this Title [R. S., 4131-4305] relating to the limitation of the liability of the owners of vessels; and such vessel, when so chartered, shall be liable in the same manner as if navigated by the owner thereof. R. S., 4286.

Nothing in the five preceding sections shall be construed to take away or affect the remedy to which any party may be entitled, against the master, officers, or seamen, for or on account of any embezzlement, injury, loss, or destruction of merchandise, or property, put on board any vessel, or on account of any negligence, fraud, or other malversation of such master, officers, or seamen, respectively, nor to lessen or take away any responsibility to which any master or seaman of any vessel may by law be liable, notwithstanding such master or seaman may be an owner or part owner of the vessel. R. S., 4287.

Any person shipping oil of vitriol, unslacked lime, inflammable matches, or gunpowder, in a vessel taking cargo for divers persons on freight, without delivering, at the time of shipment, a note in writing, expressing the nature and character of such merchandise, to the master, mate, officer, or person in charge of the lading of the vessel, shall be liable to the United States in a penalty of one thousand dollars. But this section shall not apply to any vessel of any description whatsoever used in rivers or inland navigation. R. S., 4288.

The individual liability of a ship-owner, shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the June 26, 1884.  
Sec. 18.



aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessels and freight pending: *Provided*, That this provision shall not affect the liability of any owner incurred previous to the passage of this act, nor prevent any claimant from joining all the owners in one action; nor shall the same apply to wages due to persons employed by said ship-owners.

R. S., 4289.  
June 19, 1886  
Sec. 4.

The provisions of the seven preceding sections, and of section eighteen of an act entitled "An act to remove certain burdens on the American merchant marine and encourage the American foreign carrying-trade, and for other purposes," approved June twenty-sixth, eighteen hundred and eighty-four, relating to the limitations of the liability of the owners of vessels, shall apply to all sea-going vessels, and also to all vessels used on lakes or rivers or in inland navigation, including canal-boats, barges, and lighters.

#### 106. *Bill of lading.*

Feb. 13, 1893.  
Sec. 1.

It shall not be lawful for the manager, agent, master or owner of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

Sec. 2.

It shall not be lawful for any vessel transporting merchandise or property from or between ports of the United States of America and foreign ports, her owner, master, agent or manager to insert in any bill of lading or shipping document any covenant or agreement whereby the obligations of the owner or owners of said vessel to exercise due diligence, properly equip, man, provision, and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened, or avoided.

Sec. 3.

If the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped, and supplied, neither the vessel, or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel, nor shall the vessel, her owner or owners, charterers, agent, or master, be held liable for losses arising from dangers of the sea or



other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

It shall be the duty of the owner or owners, masters, or agent of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to issue to shippers of any lawful merchandise a bill of lading, or shipping document, stating, among other things, the marks necessary for identification, number of packages, or quantity, stating whether it be carrier's or shipper's weight, and apparent order or condition of such merchandise or property delivered to and received by the owner, master, or agent of the vessel for transportation, and such document shall be *prima facie* evidence of the receipt of the merchandise therein described. Sec. 4.

For a violation of any of the provisions of this act the agent, owner, or master of the vessel guilty of such violation, and who refuses to issue on demand the bill of lading herein provided for, shall be liable to a fine not exceeding two thousand dollars. The amount of the fine and costs for such violation shall be a lien upon the vessel, whose agent, owner, or master is guilty of such violation, and such vessel may be libeled therefor in any district court of the United States, within whose jurisdiction the vessel may be found. One-half of such penalty shall go to the party injured by such violation and the remainder to the Government of the United States. Sec. 5.

This act shall not be held to modify or repeal sections forty-two hundred and eighty-one, forty-two hundred and eighty-two, and forty-two hundred and eighty-three of the Revised Statutes of the United States, or any other statute defining the liability of vessels, their owners, or representatives. Sec. 6.

Sections one and four of this act shall not apply to the transportation of live animals. Sec. 7.



## PART VI.—INSPECTION OF STEAM VESSELS.

- |                                                      |                                                |
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### 107. *General provisions.*

R. S., 4399. Every vessel propelled in whole or in part by steam shall be deemed a steam-vessel within the meaning of this Title [R. S., 4399-4500].

R. S., 4400. All steam-vessels navigating any waters of the United States which are common highways of commerce, or open to general or competitive navigation, excepting public vessels of the United States, vessels of other countries, and boats propelled in whole or in part by steam for navigating canals, shall be subject to the provisions of this Title [R. S., 4399-4500].

Aug. 7, 1882. And all foreign private steam-vessels carrying passengers from any port of the United States to any other place or country shall be subject to the provisions of section forty-four hundred and seventeen, forty-four hundred and eighteen, forty-four hundred and twenty-one, forty-four hundred and twenty-two, forty-four hundred and twenty-three, forty-four hundred and twenty-four, forty-four hundred and seventy, forty-four hundred and seventy-one, forty-four hundred and seventy-two, forty-four hundred and seventy-three, forty-four hundred and seventy-nine, forty-four hundred and eighty-two, forty-four hundred and eighty-eight, forty-four hundred and eighty-nine, forty-four hundred and ninety-six, forty-four hundred and ninety-seven, forty-four hundred and ninety-nine, and forty-five hundred of this title, and shall be liable to visitation and inspection by the proper officer, in any of the ports of the United States, respecting any of the provisions of the sections aforesaid.

R. S., 4401. All coastwise sea-going vessels, and vessels navigating the great lakes, shall be subject to the navigation laws of the United States, when navigating within the jurisdiction



thereof; and all vessels, propelled in whole or in part by steam, and navigating as aforesaid, shall be subject to all the rules and regulations established in pursuance of law for the government of steam-vessels in passing, as provided by this Title [R. S., 4399-4500]; and every coastwise sea-going steam-vessel subject to the navigation laws of the United States, and to the rules and regulations aforesaid, not sailing under register, shall, when under way, except on the high seas, be under the control and direction of pilots licensed by the inspectors of steamboats.

No license, register, or enrollment shall be granted, nor any other papers be issued by any collector or other chief officer of the customs to any vessel propelled in whole or in part by steam, until he shall have satisfactory evidence that all the provisions of this Title [R. S., 4399-4500] have been fully complied with. R. S., 4498.

The hull and boilers of every ferry-boat, canal-boat, yacht, or other small craft of like character, propelled by steam, shall be inspected under the provisions of this Title [R. S., 4399-4500]. Such other provisions of law for the better security of life, as may be applicable to such vessels, shall, by the regulations of the board of supervising inspectors, also be required to be complied with, before a certificate of inspection shall be granted; and no such vessel shall be navigated without a licensed engineer and a licensed pilot. In open steam-launches of ten tons burden and under, one person, if duly qualified, may serve in the double capacity of pilot and engineer. Irondequoit Bay, New York, shall, for the purpose of applying the provisions of title fifty-two of the Revised Statutes [R. S., 4399-4500], relating to steam-vessels navigating thereon, be declared a navigable water of the United States; and steam-vessels navigated thereon, and carrying passengers, shall be inspected under the provisions of section forty-four hundred and twenty-six of the title [R. S., 4399-4500] referred to, and subject to the penalties provided therein for a failure to comply therewith. R. S., 4426.  
Dec. 22, 1890.  
June 25, 1890.

The hull and boiler of every tug-boat, towing-boat, and freight-boat shall be inspected, under the provisions of this Title [R. S., 4399-4500]; and the inspectors shall see that the boilers, machinery, and appurtenances of such vessel are not dangerous in form or workmanship, and that the safety-valves, gauge-cocks, low-water alarm-indicators, steam-gauges, and fusible plugs are all attached in conformity to law; and the officers navigating such vessels shall be licensed in conformity with the provisions of this Title, and shall be subject to the same provisions of law as officers navigating passenger-steamers. R. S., 4427.

The chief officer of the customs for the district shall pay such fees to the United States marshal for his services, and to any witness, so summoned, for his actual travel and attendance, as shall be officially certified to by any inspector hearing the case, upon the back of such summons, not exceeding the rate allowed for fees and to witnesses for R. S., 4451.  
June 19, 1886.



travel and attendance in any circuit or district courts of the United States.

R. S., 4452.

Whenever any board of local inspectors refuses to grant a license to any person applying for the same, or suspends or revokes the license of any master, mate, engineer, or pilot, any person deeming himself wronged by such refusal, suspension, or revocation, may, within thirty days thereof, on application to the supervising inspector of the district, have his case examined anew by such supervising inspector; and the local board shall furnish to the supervising inspector, in writing, the reasons for its doings in the premises; and such supervising inspector shall examine the case anew, and he shall have the same powers to summon witnesses and compel their attendance, and to administer oaths, that are conferred on local inspectors; and such witnesses and the marshal shall be paid in the same manner as provided for by the preceding section; and such supervising inspector may revoke, change, or modify the decision of such local board; and like proceedings may be had by any master or owner of any steam-vessel in relation to the inspection of such vessel, or her boilers or machinery, by any such local board; and in case of repairs, and in any investigation or inspection, where there shall be a disagreement between the local inspectors, the supervising inspector, when so requested, shall investigate and decide the case.

R. S., 4453.

In addition to the annual inspection, the local inspectors shall examine, at proper times, steamers arriving and departing to and from their respective ports, so often as to enable them to detect any neglect to comply with the requirements of law, and also any defects or imperfections becoming apparent after the inspection aforesaid, and tending to render the navigation of the vessels unsafe; and if they shall discover any omission to comply with the law, or that repairs have become necessary to make the vessel safe, the inspectors shall at once notify the master, in writing, stating in the notice what is required; and if the master deems the requirements unreasonable or unnecessary, he may apply for a re-examination of the case to the supervising inspector, as provided in the preceding section. All inspections and orders for repairs shall be promptly made by the inspectors, and, when it can be safely done in their judgment, they shall permit repairs to be made where those interested can most conveniently do them.

R. S., 4454

If any master or owner of any steamer shall refuse or neglect to comply with the requirements of the local inspectors, made in pursuance of the preceding section, and shall, contrary thereto and while the same remains unreversed by the supervising inspector, employ the vessel by navigating her, the master and owner shall be liable to a penalty of five hundred dollars for each offense, one-half for the use of the informer; for which sum the vessel itself shall be liable, and may be seized and proceeded against by libel in any district court having jurisdiction; and the master and owner, and the vessel itself, shall, in addition thereto, be liable for any damage to passengers and their



baggage which shall occur from any defects as stated in the notice prescribed in the preceding section.

No kind of instrument, machine, or equipment, for the better security of life, provided for by this Title [R. S., 4399-4500] shall be used on any steam-vessel which shall not first be approved by the board of supervising inspectors, and also by the Secretary of the Treasury. R. S., 4491.

**108. *Manning of vessels.***

No steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of licensed officers and full crew, sufficient at all times to manage the vessel, including the proper number of watchmen. But if any such vessel, on her voyage, is deprived of the services of any licensed officer, without the consent, fault, or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied, until others licensed can be obtained. R. S., 4463.

**109. *Inspection of hulls and life-saving appliances.***

The local inspectors shall, once in every year, at least, upon application in writing of the master or owner, carefully inspect the hull of each steam-vessel within their respective districts, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for passengers and the crew, and is in a condition to warrant the belief that she may be used in navigation as a steamer, with safety to life, and that all the requirements of law in regard to fires, boats, pumps, hose, life-preservers, floats, anchors, cables, and other things, are faithfully complied with; and if they deem it expedient, they may direct the vessel to be put in motion, and may adopt any other suitable means to test her sufficiency and that of her equipment. R. S., 4417.

**110. *Inspection of boilers.***

The local inspectors shall also inspect the boilers of all steam-vessels before the same shall be used, and once at least in every year thereafter. They shall subject all boilers to the hydrostatic pressure; and shall satisfy themselves by thorough examination that the boilers are well made, of good and suitable material; that the openings for the passage of water and steam, respectively, and all pipes and tubes exposed to heat, are of proper dimensions and free from obstruction; that the spaces between and around the flues are sufficient; that the flues are circular in form; that the fire-line of the furnace is at least two inches below the prescribed minimum water-line of the boilers; that the arrangement for delivering the feed-water is such that the boilers cannot be injured thereby; and that such boilers and machinery, and the appurtenances, may be safely employed in the service proposed in the written application, without peril to life. They shall also satisfy R. S., 4418.



June 19, 1886.  
Sec. 14.

themselves that the safety-valves are of suitable dimensions, sufficient in number, and well arranged; and that the weights of the safety-valves are properly adjusted, so as to allow no greater pressure in the boilers than the amount prescribed by the inspection certificate; that there is a sufficient number of gauge-cocks properly inserted, and suitable steam gauges to indicate the pressure of steam; and that there are reliable low-water gauges; and that the fusible metals are properly inserted so as to fuse by the heat of the furnace, whenever the water in the boilers falls below its prescribed limits; and that adequate and certain provision is made for an ample supply of water to feed the boilers at all times, whether such vessel is in motion or not, so that in high-pressure boilers the water shall not be less than four inches above the top of the flues; and that means for blowing out are provided, so as to thoroughly remove the mud and sediment from all parts of the boilers, when they are under pressure of steam. In subjecting to the hydrostatic test boilers usually designated and known as high-pressure boilers, the inspectors shall assume one hundred and ten pounds to the square inch, as the maximum pressure allowable as a working-power for a new boiler of forty-two inches in diameter, made in the best manner, of inspected iron plates, one-fourth of an inch thick, and of a quality required by law, and shall rate the working-power of all high-pressure boilers, whether old or new, according to their strength, compared with this standard; and in all cases the test applied shall exceed the working-power allowed, in the ratio of one hundred and sixty-five to one hundred and ten. In subjecting to the hydrostatic tests boilers usually designated and known as low-pressure boilers, the inspectors shall allow as a working-power for each new boiler a pressure of only three-fourths the number of pounds to the square inch to which it has been subjected by the hydrostatic test, and for which it has been found to be sufficient. Should the inspectors be of the opinion that any boiler, by reason of its construction or material, will not safely allow so high a working pressure as is above described, they may, for reasons to be stated specially in their certificate, fix the working pressure of such boiler at less than three-fourths of the test-pressure. All boilers used on steam-vessels and constructed of iron or steel plates, inspected under the provisions of section forty-four hundred and thirty, shall be subjected to a hydrostatic test, in the ratio of one hundred and fifty pounds to the square inch to one hundred pounds to the square inch of the working steam-power allowed. No boiler or pipe, nor any of the connections therewith, shall be approved, which is made, in whole or in part, of bad material, or is unsafe in its form, or dangerous from defective workmanship, age, use, or other cause.

R. S., 4420.

In applying the directions of the preceding section [4418] to steamboats used exclusively for towing and carrying freight on the Mississippi River and its tributaries, the local inspectors shall substitute, for such boats, one hun-



dred and fifty pounds of steam-pressure in place of one hundred and ten pounds for the standard pressure upon standard boilers of forty-two inches diameter, and of plates of one-quarter of an inch in thickness; and such boats may, on the written permit of the supervising inspector of the district in which such boats shall carry on their business, be permitted to carry steam above the standard pressure of one hundred and ten pounds, but not exceeding the standard pressure of one hundred and fifty pounds, to the square inch.

One of the safety-valves may, if in the opinion of the local inspectors it is necessary to do so, and the steam-registers shall, be taken wholly from the control of all persons engaged in navigating such vessels and secured by the inspectors. R. S., 4419.

Every boiler manufactured to be used on steam-vessels, and made of iron or steel plates shall be constructed of plates that have been stamped in accordance with the provisions of this Title [R. S., 4399-4500]. R. S., 4428.

Every person who constructs a boiler, or steam-pipe connecting the boilers, to be used on steam-vessels, of iron or steel plates which have not been duly stamped and inspected according to the provisions of this Title [R. S., 4399-4500], or who knowingly uses any defective, bad, or faulty iron or steel in the construction of such boilers; or who drifts any rivet-hole to make it come fair; or who delivers any such boiler for use, knowing it to be imperfect in its flues, flanging, riveting, bracing, or in any other of its parts, shall be fined one thousand dollars, one-half for the use of the informer. Nothing in this Title shall be so construed as to prevent from being used, on any steamer, any boiler or steam-generator which may not be constructed of riveted iron or steel plates, when the board of supervising inspectors have satisfactory evidence that such boiler or steam-generator is equal in strength, and as safe from explosion, as a boiler of the best quality constructed of riveted iron or steel plates: Provided, however, That the Secretary of the Treasury may grant permission to use any boiler or steam-generator not constructed of riveted iron or steel plates upon the certificate of the supervising inspector of steamboats for the district wherein such boiler or generator is to be used, and other satisfactory proof that the use of the same is safe and efficient; said permit to be valid until the next regular meeting of the supervising inspectors who shall act thereon. R. S., 4429.

Aug. 7, 1882.

Every iron or steel plate used in the construction of steamboat-boilers, and which shall be subject to a tensile strain, shall be inspected in such manner as shall be prescribed by the board of supervising inspectors and approved by the Secretary of the Treasury, so as to enable the inspectors to ascertain its tensile strength, homogeneity, toughness, and ability to withstand the effect of repeated heating and cooling; and no iron or steel plate shall be used in the construction of such boilers which has not been inspected and approved under those rules. R. S., 4430.



Jan. 22, 1895.

And the Supervising Inspector-General may, under the direction of the Secretary of the Treasury, detail assistant inspectors from any local inspection district where assistant inspectors are employed, to inspect iron or steel boiler plates at the mills where the same are manufactured; and if the plates are found in accordance with the rules of the supervising inspectors, the assistant inspector shall stamp the same with the initials of his name, followed by the letters and words, 'U. S. Assistant Inspector;' and material so stamped shall be accepted by the local inspectors in the districts where such material is to be manufactured into marine boilers as being in full compliance with the requirements of this section regarding the inspection of boiler plates; it being further provided that any person who affixes any false, forged, fraudulent, spurious, or counterfeit of the stamp herein authorized to be put on by an assistant inspector, shall be deemed guilty of a felony, and shall be fined not less than one thousand dollars, nor more than five thousand dollars, and imprisoned not less than two years nor more than five years.

R. S., 4431.

Every plate of boiler-iron or steel, made for use in the construction of steamboat-boilers, shall be distinctly and permanently stamped by the manufacturer thereof, and, if practicable, in such places that the marks shall be left visible when such plates are worked into boilers, with the name of the manufacturer, the place where manufactured, and the number of pounds tensile strain it will bear to the sectional square inch; and the inspectors shall keep a record in their office of the stamps upon all boiler-plates and boilers which they inspect.

R. S., 4432.

Every person who counterfeits, or causes to be counterfeited, any of the marks or stamps prescribed for boiler iron or steel plates, or who designedly stamps, or causes to be stamped falsely, any such plates; and every person who stamps or marks, or causes to be stamped or marked, any such iron or steel plates with the name or trade-mark of another, with the intent to mislead or deceive, shall be fined two thousand dollars, one-half to the use of the informer, and may, in addition thereto, at the discretion of the court, be imprisoned not exceeding two years.

R. S., 4433.

The working steam-pressure allowable on boilers constructed of plates inspected as required by this Title [R. S., 4399-4500], when single-riveted, shall not produce a strain to exceed one-sixth of the tensile strength of the iron or steel plates of which such boilers are constructed; but where the longitudinal laps of the cylindrical parts of such boilers are double-riveted, and the rivet-holes for such boilers have been fairly drilled instead of punched, an addition of twenty per centum to the working pressure provided for single-riveting may be allowed: *Provided*, That all other parts of such boilers shall correspond in strength to the additional allowances so made; and no split-calking shall in any case be permitted.

R. S., 4434.  
Feb. 1, 1895.

No externally fired boiler having its shell constructed of iron or steel plates exceeding an average thickness of thirty



one-hundredths of an inch shall be employed on any steam vessel navigating the Red River of the North or rivers flowing into the Gulf of Mexico or their tributaries; and no externally fired boiler employed on any such steam vessel shall have less than three inches space between its shell and any of its internal flues, and not less than three inches space between such flues when any such flues are more than five inches in diameter; and every such externally fired boiler employed on any such steam vessel shall be provided with a manhole in the lower part of the front head thereof, of such dimensions as may be prescribed by the board of supervising inspectors, in all cases where the distance between its internal flues is less than three inches. Externally fired boilers having shells constructed of iron or steel plates not exceeding an average thickness of fifty one-hundredths of an inch may, in the discretion of the Secretary of the Treasury, be authorized and employed on steam vessels navigating the Atlantic and Pacific oceans, or salt-water bays or sounds, or the Great Lakes, or any of them, and waters flowing to and from the same, or any of them: *Provided*, That on inspection no plate that is by this act limited to a thickness of thirty one-hundredths of an inch and no plate that is by this Act limited to a thickness of fifty one-hundredths of an inch shall be rejected for use if found to exceed those dimensions, respectively, if the average thickness thereof does not exceed the limits therein specified, and the amount of steam pressure that will be permitted to be carried in boilers constructed in accordance with the requirements of this act shall be determined from measurements showing the least thickness of the plates.

Feb. 28, 1895.

The feed-water shall be delivered into the boilers in such manner as to prevent it from contracting the metal, or otherwise injuring the boilers. And when boilers are so arranged on a vessel that there is employed a water-connecting pipe through which the water may pass from one boiler to another, there shall also be provided a similar steam connection, having an area of opening into each boiler of at least one square inch for every two square feet of effective heating-surface contained in any one of the boilers so connected, half the flue and all other fire-surfaces being computed as effective. Adequate provision shall be made on all steam-vessels to prevent sparks or flames from being driven back from the fire-doors into the vessel.

R. S., 4435.

Every boiler shall be provided with a good, well-constructed safety valve or valves, of such number, dimensions, and arrangements as shall be prescribed by the board of supervising inspectors, and shall also be provided with a sufficient number of gauge-cocks and a reliable low-water indicator that will give alarm when the water falls below its prescribed limits; and in addition thereto there shall be inserted, in a suitable manner, in the flues, crown-sheet, or other parts of the boiler most exposed to the heat of the furnace when the water falls below its prescribed limits, a plug of good Banca tin.

R. S., 4436.



**111. *Loading safety-valve.***

R. S., 4437.

Every person who intentionally loads or obstructs, or causes to be loaded or obstructed, in any way or manner, the safety-valve of a boiler, or who employs any other means or device whereby the boiler may be subjected to a greater pressure than the amount allowed by the certificate of the inspectors, or who intentionally deranges or hinders the operation of any machinery or device employed to denote the state of the water or steam in any boiler, or to give warning of approaching danger, or who intentionally permits the water to fall below the prescribed low-water line of the boiler, and every person concerned therein, directly or indirectly, shall be guilty of a misdemeanor, and shall be fined two hundred dollars, and may also be imprisoned not exceeding five years.

**112. *Water-tight bulkheads.***

R. S., 4490.

Every sea-going steamer, and every steamer navigating the great northern or northwestern lakes, carrying passengers, the building of which shall be completed after the twenty-eighth day of August, eighteen hundred and seventy-one, shall have not less than three water-tight cross-bulk-heads, such bulk-heads to reach to the main-deck in single-decked vessels, otherwise to the deck next below the main-deck; to be made of iron plates, sustained upon suitable frame-work; and to be properly secured to the hull of the vessel. The position of such bulk-heads and the strength of material of which the same shall be constructed shall be determined by the general rules of the board of supervising inspectors.

July 9, 1886.

Steam-vessels of one hundred tons burden or under, engaged in the coastwise bays and harbors of the United States, may be licensed by the United States local inspectors of steam-vessels to carry passengers or excursions on the ocean or upon the Great Lakes of the North or Northwest, not exceeding fifteen miles from the mouth of such bays or harbors, without being required to have the three water-tight cross-bulkheads provided by section forty-four hundred and ninety of the Revised Statutes for other passenger steamers: *Provided*, That in the judgment of the local inspector such steamers shall be safe and suitable for such navigation without danger to human life, and that they shall have one water-tight collision bulkhead not less than five feet abaft the stem of said steamer.

**113. *Life boats, lines, and preservers.***

R. S., 4481.

Every steam-vessel navigating rivers only, except ferry-boats, freight-boats, canal-boats, and towing-boats, of less than fifty tons, shall have at least one good substantial boat with lines attached, and properly supplied with oars, and kept in good condition at all times, and ready for immediate use; and in addition thereto, every such vessel carrying passengers shall have one or more metallic life-boats, fireproof, and in all respects good and substantial boats, of such dimensions and arrangements as the board



of supervising inspectors by their regulations shall prescribe, which boats shall be carried in the most convenient manner to be brought into immediate use in case of accident. But where the character of the navigation is such that, in the opinion of the supervising inspector, the metallic life-boats can be dispensed with, he may exempt any such vessel from carrying the same; or may require a substitute therefor, at his discretion.

Every such steam-vessel carrying passengers shall also be provided with a good life-preserver, made of suitable material, for every cabin passenger for which she will have accommodation, and also a good life-preserver or float for each deck or other class passenger which the inspector's certificate shall allow her to carry, including the officers and crew; which life-preservers or floats shall be kept in convenient and accessible places on such vessel in readiness for immediate use in case of accident.

R. S., 4482.

Every steamer navigating the ocean, or any lake, bay, or sound of the United States, shall be provided with such numbers of life-boats, floats, rafts, life-preservers, line-carrying projectiles and the means of propelling them, and drags, as will best secure the safety of all persons on board such vessel in case of disaster; and every sea-going vessel carrying passengers, and every such vessel navigating any of the northern or northwestern lakes, shall have the life-boats required by law, provided with suitable boat-disengaging apparatus, so arranged as to allow such boats to be safely launched while such vessels are under speed or otherwise, and so as to allow such disengaging-apparatus to be operated by one person, disengaging both ends of the boat simultaneously from the tackles by which it may be lowered to the water. And the board of supervising inspectors shall fix and determine, by their rules and regulations, the kind of life-boats, floats, rafts, life-preservers, line-carrying projectiles and the means of propelling them, and drags that shall be used on such vessels, and also the kind and capacity of pumps or other appliances for freeing the steamer from water in case of heavy leakage, the capacity of such pumps or appliances being suited to the navigation in which the steamer is employed.

R. S., 4488.  
Mar. 2, 1889.

The provisions of an act \* \* \* approved March second, eighteen hundred and eighty-nine, \* \* \* are hereby repealed so far as they relate to the carrying of line-carrying projectiles and the means of propelling them on steamers plying exclusively upon any of the lakes, bays, or sounds of the United States.

Apr. 11, 1892.

The owner of any such steamer who neglects or refuses to provide such life-boats, floats, rafts, life-preservers, line-carrying projectiles and the means of propelling them, drags, pumps, or appliances, as are, under the provisions of the preceding section, required by the board of supervising inspectors, and approved by the Secretary of the Treasury, shall be fined one thousand dollars.

R. S., 4489.  
Mar. 2, 1889.



**114. *Stairways and deck room.***

R. S., 4484.

Every such steam-vessel carrying passengers on the main-deck shall be provided with permanent stairways and other sufficient means, convenient to the passengers, for their escape to the upper deck, in case of the vessel sinking or of other accident endangering life; and in the stowage of freight upon such deck, where passengers are carried, gangways or passages, sufficiently large to allow persons to pass freely through them, shall be left open both fore and aft of the vessel, and also to and along the guards on each side.

R. S., 4485.

The captain or mate of every such steam-vessel carrying passengers upon the main-deck shall assign to all deck-passengers, when taking passage, the space on deck they may occupy during the voyage, and such space shall not thereafter be occupied by freight, nor overcrowded by other persons, nor shall freight be stowed about the boilers or machinery, in such a manner as to obstruct or prevent the engineer from readily attending to his duties.

R. S., 4486.

For every violation of the provisions of the two preceding sections the owners of the vessel shall be punished by a fine of three hundred dollars.

**115. *Wire tiller-ropes.***

R. S., 4480.

Every steamer carrying passengers shall be provided with wire tiller-ropes, or iron rods or chains, for the purpose of steering and navigating the vessel, and shall employ wire bell-pulls for signaling the engineer from the pilot-house, together with tubes of proper size so arranged as to return the sound of the engine-bells to the pilot-house, or other arrangement to repeat back the signal. But on any such vessel navigated by the mariners' compass, so much of such wire rope or chain may be dispensed with and disused as shall influence or disturb the working of the compass.

**116. *Protection against fire.***

R. S., 4470.

Every steamer carrying passengers or freight shall be provided with suitable pipes and valves attached to the boiler, to convey steam into the hold and the different compartments thereof, to extinguish fire; and every stove used on board of any such vessel shall be well and securely fastened, so as to prevent it from being moved or overthrown, and all wood-work or other ignitable substances about the boilers, chimneys, cook-houses, and stove-pipes exposed to ignition, shall be thoroughly shielded by some incombustible material, in such a manner as to leave the air to circulate freely between such material and wood-work or other ignitable substance; and before granting a certificate of inspection, the inspector shall require all other necessary provisions to be made throughout such vessel to guard against loss or danger from fire.

R. S., 4471.

Every steamer permitted by her certificate of inspection to carry as many as fifty passengers, or upward, and every



steamer carrying passengers, which also carries cotton, hay, or hemp, shall be provided with a good double-acting steam fire-pump, or other equivalent apparatus for throwing water. Such pump or other apparatus for throwing water shall be kept at all times and at all seasons of the year in good order and ready for immediate use, having at least two pipes of suitable dimensions, one on each side of the vessel, to convey the water to the upper decks, to which pipes there shall be attached, by means of stop-cocks or valves, both between decks and on the upper deck, good and suitable hose of sufficient strength to stand a pressure of not less than one hundred pounds to the square inch, long enough to reach to all parts of the vessel and properly provided with nozzles, and kept in good order and ready for immediate service. Every steamer exceeding two hundred tons burden and carrying passengers shall be provided with two good double-acting fire-pumps, to be worked by hand; each chamber of such pumps, except pumps upon steamers in service on the twenty-eighth day of February, eighteen hundred and seventy-one, shall be of sufficient capacity to contain not less than one hundred cubic inches of water; and such pumps shall be placed in the most suitable parts of the vessel for efficient service, having suitable well-fitted hose to each pump, of at least one-half the vessel in length, kept at all times in perfect order, and shipped up and ready for immediate use. On every steamer not exceeding two hundred tons, one of such pumps may be dispensed with. Each fire-pump thus described shall be supplied with water by means of a suitable pipe connected therewith, and passing through the side of the vessel so low as to be at all times under water when she is afloat; and no fire-pump thus provided for shall be placed below the lower deck of the vessel. Every steamer shall also be provided with a pump which shall be of sufficient strength and suitably arranged to test the boilers thereof.

Every steamer carrying passengers during the night-time shall keep a suitable number of watchmen in the cabins, and on each deck, to guard against fire or other dangers, and to give alarm in case of accident or disaster. R. S., 4477.

For any neglect to keep the watchmen required by the preceding section, the license of the officer in charge of the vessel for the time being shall be revoked; and every owner of such vessel who neglects or refuses to furnish the number of men necessary to keep watch as required, shall be fined one thousand dollars. R. S., 4478.

The board of supervising inspectors may require steamers carrying either passengers or freight to be provided with such number and kind of good and efficient portable fire-extinguishers as, in the judgment of the board, may be necessary to protect them from fire when such steamers are moored or lying at a wharf without steam to work the pumps. R. S., 4479.

Every such steam-vessel carrying passengers, of two hundred tons burden or less, shall also keep at least eighteen R. S., 4483.



fire-buckets and two water-barrels, and shall have not less than four axes; and every such steamer of over two hundred tons, and not less than five hundred tons burden, shall carry not less than twenty-four buckets, four water-barrels, and six axes; and every such steamer of over five hundred tons shall carry not less than thirty-five buckets, six water-barrels, and eight axes. The buckets and barrels shall be kept in convenient places and filled with water, to be in readiness in case of fire, and the axes shall be kept in good order and ready for immediate use. Tanks of suitable dimensions and arrangements, or buckets in sufficient number, may be substituted for barrels.

R. S., 4492.

Every barge carrying passengers, while in tow of any steamer, shall be subject to the provisions of this title [R. S., 4399-4500] relating to fire-buckets, axes, life-preservers, and yawls, to such extent as shall be prescribed by the board of supervising inspectors; and for any violation of this section the penalty shall be two hundred dollars, recoverable one-half for the use of the informer.

**117. *Inflammable or explosive cargo.***

R. S., 4422.

Upon the application of any master or owner of any steam-vessel employed in the carriage of passengers, for a license to carry gunpowder, the local inspectors shall examine such vessel, and if they find that she is provided with a chest or safe composed of metal, or entirely lined and sheathed therewith, or if the vessel has one or more compartments thoroughly lined and sheathed with metal, at a secure distance from any fire, they may grant a certificate to that effect, authorizing such vessel to carry as freight within such chest, safes, or compartments, the article of gunpowder.

R. S., 4472.

No loose hay, loose cotton, or loose hemp, camphene, nitro-glycerine, naphtha, benzine, benzole, coal-oil, crude or refined petroleum, or other like explosive burning fluids, or like dangerous articles, shall be carried as freight or used as stores on any steamer carrying passengers; nor shall baled cotton or hemp be carried on such steamers unless the bales are compactly pressed and thoroughly covered with bagging of similar fabric, and secured with good rope or iron bands; nor shall gunpowder be carried on any such vessel, except under special license; nor shall oil of vitriol, nitric or other chemical acids be carried on such steamers except on the decks or guards thereof, or in such other safe part of the vessel as shall be prescribed by the inspectors. Refined petroleum, which will not ignite at a temperature less than one hundred and ten degrees of Fahrenheit thermometer, may be carried on board such steamers upon routes where there is no other practical mode of transporting it, and under such regulations as shall be prescribed by the board of supervising inspectors with the approval of the Secretary of the Treasury; and oil or spirits of turpentine may be carried on such steamers when put up in good metallic vessels, or casks or barrels well and securely bound with iron and stowed in a secure part of the vessel; and friction-matches may be carried on such steamers when



securely packed in strong tight chests or boxes, the covers of which shall be well secured by locks, screws, or other reliable fastenings, and stowed in a safe part of the vessel at a secure distance from any fire or heat. All such other provisions shall be made on every steamer carrying passengers or freight, to guard against and extinguish fire, as shall be prescribed by the board of supervising inspectors, and approved by the Secretary of the Treasury.

Every bale of cotton or hemp that shall be shipped or carried on any passenger-steamer, without conforming to the provisions of the preceding section, shall be subject to a penalty of five dollars, and shall be liable to seizure and sale to secure the payment of such penalty. R. S., 4473.

The Secretary of the Treasury may grant permission to the owner of any steam-vessel, to use any invention or process for the utilization of petroleum or other mineral oils or substances in the production of motive-power, and may make and enforce regulations concerning the application and use of the same for such purpose. But no such permission shall be granted, unless upon the certificate of the supervising inspector of steamboats for the district wherein such vessel is registered, and other satisfactory proof that the use of the same is safe and efficient; and upon such proof, and the approval of such certificate by the Secretary of the Treasury, a special license for the use of such process or invention shall issue under the seal of the Treasury Department. R. S., 4474.

The Secretary of the Treasury may permit the use of petroleum as fuel on steamers not carrying passengers, without the certificate of the supervising inspector of the district where the vessel is to be used, subject to such conditions and safeguards as the Secretary of the Treasury in his judgment shall provide. For a violation of any of the conditions imposed by the Secretary of the Treasury a penalty of five hundred dollars shall be imposed, which penalty shall be a lien upon the vessel, but a bond may, as provided in other cases, be given to secure the satisfaction of the judgment. Oct. 18, 1888.

All gunpowder, nitro-glycerine, camphene, naphtha, benzine, benzole, coal-oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction-matches, and all other articles of like character, when packed or put up for shipment, shall be securely packed and put up separately from each other and from all other articles; and the package, box, cask, or other vessel containing the same shall be distinctly marked on the outside, with the name or description of the article contained therein. R. S., 4475.

Every person who packs or puts up, or causes to be packed or put up for shipment, any gunpowder, nitro-glycerine, camphene, naphtha, benzine, benzole, coal-oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction-matches, or other articles of like character otherwise than as directed R. S., 4476.



by the preceding section, or who knowingly ships or attempts to ship the same, or delivers the same to any such vessels as stores unless duly packed and marked, shall be deemed guilty of a misdemeanor, and punished by fine not exceeding two thousand dollars, or imprisonment not exceeding eighteen months, or both; one-half of the fine to go to the informer, and the articles to be liable to seizure and forfeiture.

R. S., 5353.

Every person who knowingly transports, or delivers or causes to be delivered, nitro-glycerine, nitro-leum or blasting-oil, or nitrated oil, or powder mixed with any such oil, or fiber saturated with any such substance or article, on board any vessel or vehicle whatever, employed in conveying passengers by land or water between any place in a foreign country and any place within the United States, or between a place in one State, Territory, or district of the United States and a place in any other State, Territory, or district thereof, shall be punished by a fine of not less than one thousand dollars nor more than ten thousand dollars; one-half to the use of the informer.

R. S., 5354.

When the death of any person is caused by the explosion of any quantity of such articles, or either of them, while the same is being placed upon any vessel or vehicle, to be transported in violation of the preceding section, or while the same is being so transported, or while the same is being removed from such vessel or vehicle, every person who knowingly placed or aided, or permitted the placing of such articles upon such vessel or vehicle, to be so transported, is guilty of manslaughter, and shall suffer imprisonment for a period not less than two years.

R. S., 5355.

Every person who knowingly ships, sends, or forwards any quantity of the articles mentioned in section fifty-three hundred and fifty-three, or who transports the same by any mode of conveyance upon land or water, between any of the places specified in that section, unless such articles be securely inclosed, deposited, or packed in a metallic vessel surrounded by plaster of Paris, or other non-explosive material when saturated with such oil, and separated from all other substances, and the outside of the package be marked, printed, or labeled in a conspicuous manner with the words "nitro-glycerine; dangerous," shall be punished by a fine of not less than one thousand nor more than five thousand dollars; one-half to the use of the informer.

#### 118. *Carriage of passengers.*

R. S., 4464.

The inspectors shall state in every certificate of inspection granted to steamers carrying passengers, other than ferry-boats, the number of passengers of each class that any such steamer has accommodations for, and can carry with prudence and safety.

R. S., 4465.

It shall not be lawful to take on board of any steamer a greater number of passengers than is stated in the certificate of inspection; and for every violation of this provision the master or owner shall be liable, to any person suing for



the same, to forfeit the amount of passage-money and ten dollars for each passenger beyond the number allowed.

Any steam-vessel engaged in the business of towing vessels, rafts, or water-craft of any kind, and not carrying passengers, may be authorized and licensed by the supervising inspector of the district in which said steamer shall be employed, to carry on board such number of persons, in addition to its crew, as the supervising inspector in his judgment, shall deem necessary to carry on the legitimate business of such towing steamers, not exceeding, however, one person to every net ton of measurement of said steamer: *Provided, however,* That the person so allowed to be carried shall not be carried for hire.

July 9, 1886.  
Sec. 1.

Every steam-vessel licensed under the foregoing section shall carry and have on board, in accessible places, one life-preserver for every person allowed to be carried, in addition to those provided for the crew of such vessel.

Sec. 2.

If any passenger-steamer engages in excursions, the inspectors shall issue to such steamer a special permit, in writing, for the occasion, in which shall be stated the additional number of passengers that may be carried, and the number and kind of life-saving appliances that shall be provided for the safety of such additional passengers; and they shall also, in their discretion, limit the route and distance for such excursions.

R. S., 4466.

The master of every passenger-steamer shall keep a correct list of all the passengers received and delivered from day to day, noting the places where received and where landed, which record shall be opened to the inspection of the inspectors and officers of the customs at all times; and the aggregate number of passengers shall be furnished to inspectors as often as called for; but on routes not exceeding one hundred miles, the number of passengers, if kept, shall be sufficient.

R. S., 4467.

Every master of any passenger-steamer who fails, through negligence or design, to keep a list of passengers, as required by the preceding section, shall be liable to a penalty of one hundred dollars.

R. S., 4468.

The penalties imposed by sections forty-four hundred and sixty-five and forty-four hundred and sixty-eight shall be a lien upon the vessel in each case; but a bond may, as provided in other cases, be given to secure the satisfaction of the judgment.

R. S., 4469.

#### 119. *Certificate of inspection.*

When the inspection of a steam-vessel is completed and the inspectors approve the vessel and her equipment throughout, they shall make and subscribe a certificate to the collector or other chief officer of the customs of the district in which such inspection has been made, in accordance with the form and regulations prescribed by the board of supervising inspectors. Such certificate shall be verified by the oaths of the inspectors signing it, before the

R. S., 4421.



chief officer of the customs of the district, or any other person competent by law to administer oaths. If the inspectors refuse to grant a certificate of approval, they shall make a statement in writing, and sign the same, giving the reasons for their disapproval.

R. S., 4423.

Every collector or other chief officer of the customs shall retain on file all original certificates of the inspectors required to be delivered to him, and shall give to the master or owner of the vessel therein named three certified copies thereof; two of which shall be placed by such master or owner in conspicuous places in the vessel where they will be most likely to be observed by passengers and others, and there kept at all times, framed under glass; and the other shall be retained by such master or owner, as evidence of the authority thereby conferred.

R. S., 4424.

Whenever any passenger is received on board any steam-vessel not having the certified copies of the certificate of approval placed and kept as required by this Title [R. S., 4399–4500], or whenever any passenger steam-vessel receives or carries any gunpowder on board, not having a certificate authorizing the same, and a certified copy thereof placed and kept as required, or shall carry any gunpowder at a place or in a manner not authorized by such certificate, such steam vessel shall be liable to a penalty of one hundred dollars for each offense.

#### 120. *Exhibit of laws.*

R. S., 4494.

Every master, or commander of any steam-vessel carrying passengers shall keep on board of such vessel at least two copies of the provisions of this Title [R. S., 4399–4500], to be furnished to him by the Secretary of the Treasury: and if the master or commander neglects or refuses to do so, or shall unreasonably refuse to exhibit a copy of the same to any passenger who asks for it, he shall be liable to a penalty of twenty dollars.

#### 121. *Inspectors and officers of steam-vessels:*

R. S., 4406.

Each supervising inspector shall watch over all parts of the territory assigned to him, shall visit, confer with, and examine into the doings of the local boards of inspectors within his district, and shall instruct them in the proper performance of their duties; and shall, whenever he thinks it expedient, visit any vessels licensed, and examine into their condition, for the purpose of ascertaining whether the provisions of this Title [R. S., 4399–4500] have been observed, and complied with, both by the board of inspectors and the master and owners. All masters, engineers, mates, and pilots of such vessels shall answer all reasonable inquiries, and shall give all the information in their power in regard to any such vessel so visited, and her machinery for steaming, and the manner of managing both.

R. S., 4407.

Whenever a supervising inspector ascertains to his satisfaction that any master, mate, engineer, pilot, or owner



of any steam-vessel fails to perform his duties according to the provisions of this Title [R. S., 4399-4500], he shall report the facts in writing to the board of local inspectors in the district where the vessel was inspected or belongs; and, if need be, he shall cause the negligent or offending party to be prosecuted; and if the supervising inspector has good reason to believe there has been, through negligence or any other cause, a failure of the board which inspected the vessel to do its duty, he shall report the facts in writing to the Secretary of the Treasury who shall cause immediate investigation into the truth of the complaint, and, if he deems the cause sufficient, shall remove any officer found delinquent.

When any licensed officer is employed on a steamer in a district distant from any local board of inspectors, such inspectors, or the supervising inspector of the district, may grant a renewal of his license, without such licensed officer being personally present, under such regulations as the board of supervising inspectors shall prescribe. R. S., 4447.

All officers licensed under the provisions of this Title [R. S., 4399-4500] shall assist the inspectors in their examination of any vessel to which such licensed officers belong, and shall point out all defects and imperfections known to them in the hull, equipments, boilers, or machinery of such vessel, and also shall make known to the inspectors, at the earliest opportunity, all accidents or occurrences producing serious injury to the vessel, her boilers, or machinery; and in default thereof the license of any such officer so neglecting or refusing shall be revoked. R. S., 4448.

The local boards of inspectors shall investigate all acts of incompetency or misconduct committed by any licensed officer while acting under the authority of his license, and shall have power to summon before them any witnesses within their respective districts, and compel their attendance by a similar process as in the United States circuit or district courts; and they may administer all necessary oaths to any witnesses thus summoned before them; and after reasonable notice in writing, given to the alleged delinquent, of the time and place of such investigation, such witnesses shall be examined, under oath, touching the performance of his duties by any such licensed officer; and if the board shall be satisfied that such licensed officer is incompetent, or has been guilty of misbehavior, negligence, or unskillfulness, or has endangered life, or willfully violated any provision of this Title [R. S., 4399-4500], they shall immediately suspend or revoke his license. R. S., 4450.

If any licensed officer shall, to the hindrance of commerce, wrongfully or unreasonably refuse to serve in his official capacity on any steamer, as authorized by the terms of his certificate of license, or shall fail to deliver to the applicant for such service at the time of such refusal, if the same shall be demanded, a statement in writing assigning good and sufficient reasons therefor, or if any pilot or engineer shall refuse to admit into the pilot-house or engine- R. S., 4449.



room any person whom the master or owner of the vessel may desire to place there for the purpose of learning the profession, his license shall be revoked, upon the same proceedings as are provided in other cases of revocation of such licenses.

**122. *Liability for damage.***

R. S., 4493.

Whenever damage is sustained by any passenger, or his baggage, from explosion, fire, collision, or other cause, the master and the owner of such vessel, or either of them, and the vessel shall be liable to each and every person so injured, to the full amount of damage, if it happens through any neglect, or failure to comply with the provisions of this Title [R. S., 4399–4500], or through known defects, or imperfections of the steam apparatus or of the hull: and any person sustaining loss, or injury through the carelessness, negligence, or willful misconduct of any master, mate, engineer, or pilot, or his neglect or refusal to obey the laws governing the navigation of such steamers, may sue such master, mate, engineer, or pilot, and recover damages for any such injury caused by any such master, mate, engineer, or pilot.

**123. *Enforcement and penalty.***

R. S., 4496.

All collectors, or other chief officers of the customs and all inspectors within the several districts, shall enforce the provisions of this Title [R. S., 4399–4500] against all steamers arriving and departing.

R. S., 4497.

Every collector, or other chief officer of the customs, or inspector, who negligently, or intentionally omits any duty under the preceding section, shall be liable to removal from office, and to a penalty of one hundred dollars for each offense, to be sued for in an action of debt.

R. S., 4499.

If any vessel propelled in whole or in part by steam be navigated without complying with the terms of this Title [R. S., 4399–4500], the owner shall be liable to the United States in a penalty of five hundred dollars for each offense, one-half for the use of the informer, for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.

R. S., 4500.

The penalty for the violation of any provision of this Title [R. S., 4399–4500], not otherwise specially provided for, shall be a fine of five hundred dollars, recoverable one-half for the use of the informer.



## PART VII.—IMMIGRANT SHIPS.

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### 124. *Accommodations.*

It shall not be lawful for the master of a steamship or other vessel whereon emigrant passengers, or passengers other than cabin passengers, have been taken at any port or place in a foreign country or dominion (ports and places in foreign territory contiguous to the United States excepted) to bring such vessel and passengers to any port or place in the United States unless the compartments, spaces, and accommodations hereinafter mentioned have been provided, allotted, maintained, and used for and by such passengers during the entire voyage; that is to say, in a steamship, the compartments or spaces, unobstructed by cargo, stores, or goods, shall be of sufficient dimensions to allow for each and every passenger carried or brought therein one hundred cubic feet, if the compartment or space is located on the main deck or on the first deck next below the main deck of the vessel, and one hundred and twenty cubic feet for each passenger carried or brought therein if the compartment or space is located on the second deck below the main deck of the vessel; and it shall not be lawful to carry or bring passengers on any deck other than the decks above mentioned. And in sailing-vessels such passengers shall be carried or brought only on the deck (not being an orlop deck) that is next below the main deck of the vessel, or in a poop or deck-house constructed on the main deck; and the compartment or space, unobstructed by cargo, stores, or goods, shall be of sufficient dimensions to allow one hundred and ten cubic feet for each and every passenger brought therein. And such passengers shall not be carried or brought in any between-decks, nor in any compartment, space, poop, or deck-house, the height of which from deck to deck is less than six feet. In computing the number of such passengers carried or brought in any vessel, children under one year of age shall not be included, and two children between one and eight years of age shall be counted as one passenger; and any person brought in such vessel who

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shall have been, during the voyage, taken from any other vessel wrecked or in distress on the high seas, or have been picked up at sea from any boat, raft, or otherwise, shall not be included in such computation. The master of a vessel coming to a port or place in the United States in violation of either of the provisions of this section shall be deemed guilty of a misdemeanor; and if the number of passengers other than cabin passengers carried or brought in the vessel, or in any compartment, space, poop, or deck-house thereof, is greater than the number allowed to be carried or brought therein, respectively, as hereinbefore prescribed, the said master shall be fined fifty dollars for each and every passenger in excess of the proper number, and may also be imprisoned not exceeding six months.

Sec. 2.

In every such steamship or other vessel there shall be a sufficient number of berths for the proper accommodation as hereinafter provided, of all such passengers. There shall not be on any deck nor in any compartment or space occupied by such passengers more than two tiers of berths. The berths shall be properly constructed, and be separated from each other by partitions, as berths ordinarily are separated, and each berth shall be at least two feet in width and six feet in length; and the interval between the floor or lowest part of the lower tier of berths and the deck beneath them shall not be less than six inches, nor the interval between each tier of berths, and the interval between the uppermost tier and the deck above it, less than two feet six inches; and each berth shall be occupied by not more than one passenger over eight years of age; but double berths of twice the above-mentioned width may be provided, each double berth to be occupied by no more and by none other than two women, or by one woman and two children under the age of eight years, or by husband and wife, or by a man and two of his own children under the age of eight years, or by two men personally acquainted with each other. All the male passengers upwards of fourteen years of age who do not occupy berths with their wives shall be berthed in the fore part of the vessel, in a compartment divided off from the space or spaces appropriated to the other passengers by a substantial and well-secured bulkhead; and unmarried female passengers shall be berthed in a compartment separated from the spaces occupied by other passengers by a substantial and well-constructed bulkhead, the opening or communication from which to an adjoining passenger space shall be so constructed that it can be closed and secured. Families, however, shall not be separated except with their consent. Each berth shall be numbered serially, on the outside berth-board, according to the number of passengers that may lawfully occupy the berth; and the berths occupied by such passengers shall not be removed or taken down until the expiration of twelve hours from the time of entry, unless previously inspected within a shorter period. For any violation of either of the provisions of this section the master of the vessel shall be liable to a fine of five dollars for each passenger carried or brought on the vessel.



125. *Light and air.*

Every such steamship or other vessel shall have adequate provisions for affording light and air to the passenger-decks and to the compartments and spaces occupied by such passengers, and with adequate means and appliances for ventilating the said compartments and spaces. To compartments having sufficient space for fifty or more of such passengers at least two ventilators, each not less than twelve inches in diameter, shall be provided, one of which ventilators shall be inserted in the forward part of the compartment, and the other in the after part thereof, and shall be so constructed as to ventilate the compartment; and additional ventilators shall be provided for each compartment in the proportion of two ventilators for each additional fifty of such passengers carried or brought in the compartment. All ventilators shall be carried at least six feet above the uppermost deck of the vessel, and shall be of the most approved form and construction. In any steamship the ventilating apparatus provided, or any method of ventilation adopted thereon, which has been approved by the proper emigration officers at the port or place from which said vessel was cleared, shall be deemed a compliance with the foregoing provisions; and in all vessels carrying or bringing such passengers there shall be properly-constructed hatchways over the compartments or spaces occupied by such passengers, which hatchway shall be properly covered with houses or booby hatches, and the combings or sills of which shall rise at least six inches above the deck; and there shall be proper companion-ways or ladders from each hatchway leading to the compartments or spaces occupied by such passengers; and the said companion-ways or ladders shall be securely constructed, and be provided with hand-rails or strong rope, and, when the weather will permit, such passengers shall have the use of each hatchway situated over the compartments or spaces appropriated to their use; and every vessel carrying or bringing such passengers shall have a properly located and constructed caboose and cooking-range, or other cooking apparatus, the dimensions and capacity of which shall be sufficient to provide for properly cooking and preparing the food of all such passengers. In every vessel carrying or bringing such passengers there shall be at least two water-closets or privies, and an additional water-closet or privy for every one hundred male passengers on board, for the exclusive use of such male passengers, and an additional water-closet or privy for every fifty female passengers on board, for the exclusive use of the female passengers and young children on board. The aforesaid water-closets and privies shall be properly enclosed and located on each side of the vessel, and shall be separated from passengers' spaces by substantial and properly-constructed partitions or bulkheads; and the water-closets and privies shall be kept and maintained in a serviceable and cleanly condition throughout the voyage. For any violation of either of the provisions of this section, or for any neglect to conform to the requirements thereof, the master of the

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Sec. 3.



vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

126. *Provisions.*

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Sec. 4.

An allowance of good, wholesome, and proper food, with a reasonable quantity of fresh provisions, which food shall be equal in value to one and a half navy rations of the United States, and of fresh water, not less than four quarts per day, shall be furnished each of such passengers. Three meals shall be served daily, at regular and stated hours, of which hours sufficient notice shall be given. If any such passengers shall at any time during the voyage be put on short allowance for food and water, the master of the vessel shall pay to each passenger three dollars for each and every day the passenger may have been put on short allowance, except in case of accidents, where the captain is obliged to put the passengers on short allowance. Mothers with infants and young children shall be furnished the necessary quantity of wholesome milk or condensed milk for the sustenance of the latter. Tables and seats shall be provided for the use of passengers at regular meals. And for every willful violation of any of the provisions of this section the master of the vessel shall be deemed guilty of a misdemeanor and shall be fined not more than five hundred dollars, and be imprisoned for a term not exceeding six months. The enforcement of this penalty, however, shall not affect the civil responsibility of the master and owners of the vessel to such passengers as may have suffered from any negligence, breach of contract, or default on the part of such master and owners.

127. *Medical attendance.*

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Sec. 5.

In every such steamship or other vessel there shall be properly built and secured, or divided off from other spaces, two compartments or spaces to be used exclusively as hospitals for such passengers, one for men and the other for women. The hospitals shall be located in a space not below the deck next below the main deck of the vessel. The hospital spaces shall in no case be less than in the proportion of eighteen clear superficial feet for every fifty such passengers who are carried or brought on the vessel, and such hospitals shall be supplied with proper beds, bedding, and utensils, and be kept so supplied throughout the voyage. And every steamship or other vessel carrying or bringing emigrant passengers, or passengers other than cabin passengers, exceeding fifty in number, shall carry a duly qualified and competent surgeon or medical practitioner, who shall be rated as such in the ship's articles, and who shall be provided with surgical instruments, medical comforts, and medicines proper and necessary for diseases and accidents incident to sea-voyages, and for the proper medical treatment of such passengers during the voyage, and with such articles of food and nourishment as may be proper and necessary for preserving the health of infants and young children; and the services of such surgeon or



medical practitioner shall be promptly given, in any case of sickness or disease, to any of the passengers, or to any infant or young child of any such passengers, who may need his services. For a violation of either of the provisions of this section the master of the vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

**128.** *Discipline and cleanliness.*

The master of every such steamship or other vessel is authorized to maintain good discipline and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health, and to that end he shall cause such regulations as he may adopt for such purpose to be posted up on board the vessel, in a place or places accessible to such passengers, and shall keep the same so posted up during the voyage. The said master shall cause the compartments and spaces provided for, or occupied by, such passengers to be kept at all times in a clean and healthy condition, and to be, as often as may be necessary, disinfected with chloride of lime, or by some other equally efficient disinfectant. Whenever the state of the weather will permit, such passengers and their bedding shall be mustered on deck, and a clear and sufficient space on the main or any upper deck of the vessel shall be set apart, and so kept, for the use and exercise of such passengers during the voyage. For each neglect or violation of any of the provisions of this section the master of the vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

Aug. 2, 1882.  
Sec. 6.

**129.** *Privacy of passengers.*

Neither the officers, seamen, nor other persons employed on any such steamship or other vessel shall visit or frequent any part of the vessel provided or assigned to the use of such passengers, except by the direction or permission of the master of such vessel first made or given for such purpose; and every officer, seaman, or other person employed on board of such vessel who shall violate the provisions of this section shall be deemed guilty of a misdemeanor, and may be fined not exceeding one hundred dollars, and be imprisoned not exceeding twenty days, for each violation; and the master of such vessel who directs or permits any officer, seaman, or other person employed on board the vessel to visit or frequent any part of the vessel provided for or assigned to the use of such passengers, or the compartments or spaces occupied by such passengers, except for the purpose of doing or performing some necessary act or duty as an officer, seaman, or other person employed on board of the vessel, shall be deemed guilty of a misdemeanor, and may be fined not more than one hundred dollars for each time he directs or permits the provisions of this section to be violated. A copy of this section, written or printed in the language or principal languages of the passengers on board, shall, by or under the direction of the master of the vessel, be posted in a conspicuous place on the fore-castle and

Aug. 2, 1882.  
Sec. 7.



in the several parts of the vessel provided and assigned for the use of such passengers, and in each compartment or space occupied by such passengers, and the same shall be kept so posted during the voyage; and if the said master neglects so to do, he shall be deemed guilty of a misdemeanor, and shall be fined not more than one hundred dollars.

130. *Explosives; cattle.*

Aug. 2, 1882.  
Sec. 8.

It shall not be lawful to take, carry, or have on board of any such steamship or other vessel any nitro-glycerine, dynamite, or any other explosive article or compound, nor any vitriol or like acids, nor gunpowder, except for the ship's use, nor any article or number of articles, whether as a cargo or ballast, which, by reason of the nature or quantity or mode of storage thereof, shall, either singly or collectively, be likely to endanger the health or lives of the passengers or the safety of the vessel, and horses, cattle, or other animals taken on board of or brought in any such vessel shall not be carried on any deck below the deck on which passengers are berthed, nor in any compartment in which passengers are berthed, nor in any adjoining compartment except in a vessel built of iron, and of which the compartments are divided off by water-tight bulkheads extending to the upper deck. For every violation of any of the provisions of this section the master of the vessel shall be deemed guilty of a misdemeanor, and shall be fined not exceeding one thousand dollars, and be imprisoned for a period not exceeding one year.

R. S., 4278.

It shall not be lawful to transport, carry, or convey, ship, deliver on board, or cause to be delivered on board, the substance or article known or designated as nitro-glycerine, or glynnoin oil, nitro-leum or blasting oil, or nitrated oil, or powder mixed with any such oil, or fiber saturated with any such article or substance, upon or in any vessel or vehicle used or employed in transporting passengers by land or water between a place in any foreign country and a place within the limits of any State, Territory, or district of the United States, or between a place in one State, Territory, or district of the United States, and a place in any other State, Territory, or district thereof.

R. S., 4279.

It shall not be lawful to ship, send, or forward any quantity of the substances or articles named in the preceding section, or to transport, convey, or carry the same by a vessel or vehicle of any description, upon land or water, between a place in a foreign country and a place within the United States, or between a place in one State, Territory, or district of the United States, and a place in any other State, Territory, or district thereof, unless the same shall be securely inclosed, deposited, or packed in a metallic vessel surrounded by plaster of Paris, or other material that will be non-explosive when saturated with such oil or substance, and separate from all other substances, and the outside of the package containing the same be marked, printed, or labeled in a conspicuous manner with the words "Nitro-glycerine, dangerous."



The two preceding sections shall not be so construed as to prevent any State, Territory, district, city, or town within the United States from regulating or from prohibiting the traffic in or transportation of those substances, between persons or places lying or being within their respective territorial limits, or from prohibiting the introduction thereof into such limits, for sale, use, or consumption therein.

R. S., 4280.

**131. *Boarding vessel; passenger list.***

It shall not be lawful for the master of any such steamship or other vessel, not in distress, after the arrival of the vessel within any collection district of the United States, to allow any person or persons, except a pilot, officer of the customs, or health officer, agents of the vessel, and consuls, to come on board of the vessel, or to leave the vessel, until the vessel has been taken in charge by an officer of the customs, nor, after charge so taken, without leave of such officer, until all the passengers, with their baggage, have been duly landed from the vessel; and on the arrival of any such steamship or other vessel within any collection district of the United States, the master thereof shall deliver to the officer of customs who first comes on board the vessel and makes demand therefor a correct list, signed by the master, of all the passengers taken on board the vessel at any foreign port or place, specifying separately the names of the cabin passengers, their age, sex, calling, and the country of which they are citizens, and the number of pieces of baggage belonging to each passenger, and also the name, age, sex, calling, and native country of each emigrant passenger, or passengers other than cabin passengers, and their intended destination or location, and the number of pieces of baggage belonging to each passenger, and also the location of the compartment or space occupied by each of such passengers during the voyage; and if any of such passengers died on the voyage, the said list shall specify the name, age, and cause of death of each deceased passenger; and a duplicate of the aforesaid list of passengers, verified by the oath of the master, shall, with the manifest of the cargo, be delivered by the master to the collector of customs on the entry of the vessel. For a violation of either of the provisions of this section, or for permitting or neglecting to prevent a violation thereof, the master of the vessel shall be liable to a fine not exceeding one thousand dollars.

Aug. 2, 1882.  
Sec. 9.

**132. *Death of passenger.***

In case there shall have occurred on board any such steamship or other vessel any death among such passengers during the voyage, the master or consignees of the vessel shall, within forty-eight hours after the arrival of the vessel within a collection district of the United States, or within twenty-four hours after the entry of the vessel, pay to the collector of customs of such district the sum of ten dollars for each and every such passenger above the age of eight years who shall have died on the voyage by

Aug. 2, 1882.  
Sec. 10.



natural disease; and the master or consignees of any vessel who neglect or refuse to pay such collector, within the times hereinbefore prescribed, the sums of money aforesaid, shall be liable to a penalty of fifty dollars in addition to the sum required to be paid as aforesaid for each passenger whose death occurred on the voyage. All sums of money paid to any collector under the provisions of this section shall be by him paid into the Treasury of the United States in such manner and under such regulations as shall be prescribed by the Secretary of the Treasury.

**133. *Inspection.***

Aug. 2, 1882.  
Sec. 11.

The collector of customs of the collection district within which, or the surveyor of the port at which, any such steamship or other vessel arrives, shall direct an inspector or other officer of the customs to make an examination of the vessel, and to admeasure the compartments or spaces occupied by the emigrant passengers, or passengers other than cabin passengers, during the voyage; and such measurement shall be made in the manner provided by law for admeasuring vessels for tonnage; and to compare the number of such passengers found on board with the list of such passengers furnished by the master to the customs officer; and the said inspector or other officer shall make a report to the aforesaid collector or surveyor, stating the port of departure, the time of sailing, the length of the voyage, the ventilation, the number of such passengers on board the vessel, and their native country, respectively; the cubic quantity of each compartment or space, and the number of berths and passengers in each space, the kind and quality of the food furnished to such passengers on the voyage; the number of deaths, and the age and sex of those who died during the voyage, and of what disease; and in case there was any unusual sickness or mortality during the voyage, to report whether the same was caused by any neglect or violation of the provisions of this act, or by the want of proper care against disease by the master or owners of the vessel; and the said reports shall be forwarded to the Secretary of the Treasury at such times and in such manner as he shall direct.

**134. *Penalties.***

Aug. 2, 1882.  
Sec. 12.

The provisions of this act shall apply to every steamship or other vessel whereon emigrant passengers, or passengers other than cabin passengers, are taken on board at a port or place in the United States for conveyance to any port or place in a foreign country except foreign territory contiguous to the United States, and shall also apply to any vessel whereon such passengers are taken on board at any port or place of the United States on the Atlantic Ocean or its tributaries for conveyance to a port or place on the Pacific Ocean or its tributaries, or vice versa; and whether the voyage of said vessel is to be continuous from port to port or such passengers are to be conveyed from port to port in part by the way of any overland route through Mexico or



Central America; and the said collector of customs may direct an examination of the vessel to be made by an inspector or other officer of the customs, who shall make the examination and report whether the provisions of this act have been complied with in respect to such vessel, and the said collector is authorized to withhold the clearance of such vessel until the coming in of such report; and if the said report shall show that any of the provisions of this act have not been complied with, the collector is authorized and directed to withhold the clearance of such vessel until the said provisions are complied with; and if any such vessel leaves the aforesaid port or place without having been duly cleared by the collector of customs, the master shall be deemed guilty of a misdemeanor, and may be fined not exceeding one thousand dollars, and be imprisoned not exceeding one year, and the vessel shall be liable to seizure and forfeiture.

The amount of the several fines and penalties imposed by any section of this act upon the master of any steamship or other vessel carrying or bringing emigrant passengers, or passengers other than cabin passengers, for any violation of the provisions of this act, shall be liens upon such vessel, and such vessel may be libeled therefor in any circuit or district court of the United States where such vessel shall arrive or depart. Sec. 13.

This act shall come into operation and take effect ninety days after the passage of this act; and sections forty-two hundred and fifty-two to forty-two hundred and seventy-seven, inclusive, of the Revised Statutes of the United States are, from and after said date, repealed; and this act may be cited for all purposes as "The passenger act, eighteen hundred and eighty-two." Sec. 14.



## PART VIII.—GENERAL PILOT LAWS.

### 135. *General pilot laws.*

R. S., 4235.

Until further provision is made by Congress, all pilots in the bays, inlets, rivers, harbors, and ports of the United States shall continue to be regulated in conformity with the existing laws of the States respectively wherein such pilots may be, or with such laws as the States may respectively enact for the purpose.

R. S., 4236.

The master of any vessel coming into or going out of any port situate upon waters which are the boundary between two States, may employ any pilot duly licensed or authorized by the laws of either of the States bounded on such waters, to pilot the vessel to or from such port.

R. S., 4237.

No regulations or provisions shall be adopted by any State which shall make any discrimination in the rate of pilotage or half-pilotage between vessels sailing between the ports of one State and vessels sailing between the ports of different States, or any discrimination against vessels propelled in whole or in part by steam, or against national vessels of the United States; and all existing regulations or provisions making any such discrimination are annulled and abrogated.

R. S., 4444.

No State or municipal government shall impose upon pilots of steam-vessels any obligation to procure a State or other license in addition to that issued by the United States, or any other regulation which will impede such pilots in the performance of the duties required by this Title [R. S., 4399-4500]; nor shall any pilot-charges be levied by any such authority upon any steamer piloted as provided by this Title; and in no case shall the fees charged for the pilotage of any steam-vessel exceed the customary or legally established rates in the State where the same is performed. Nothing in this Title shall be construed to annul or affect any regulation established by the laws of any State, requiring vessels entering or leaving a port in any such State, other than coastwise steam-vessels, to take a pilot duly licensed or authorized by the laws of such State, or of a State situate upon the waters of such State.



All coastwise sea-going vessels, and vessels navigating the great lakes, shall be subject to the navigation laws of the United States, when navigating within the jurisdiction thereof; and all vessels, propelled in whole or in part by steam, and navigating as aforesaid, shall be subject to all the rules and regulations established in pursuance of law for the government of steam-vessels in passing, as provided by this Title [R. S., 4399-4500]; and every coastwise sea-going steam-vessel subject to the navigation laws of the United States, and to the rules and regulations aforesaid, not sailing under register, shall, when under way, except on the high seas, be under the control and direction of pilots licensed by the inspectors of steamboats.

R. S., 4401.



## PART IX.—TONNAGE TAX.

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|--------------------------------------------------|------------------------------------------|
| 136. Rates of tax.                               | 140. Light money (in exceptional cases). |
| 137. Exemptions from tonnage tax.                | 141. Consular tonnage charges.           |
| 138. Discriminating tonnage taxes.               | 142. Refund of tonnage tax.              |
| 139. Alien tonnage taxes (in exceptional cases). |                                          |

### 136. *Rates of tax.*

R. S., 4227.

Nothing contained in this Title [R. S., 4131–4305] shall be deemed in anywise to impair any rights and privileges which have been or may be acquired by any foreign nation under the laws and treaties of the United States relative to the duty on tonnage of vessels, or any other duty on vessels.

R. S., 4219.  
June 26, 1884.  
Sec. 14.  
June 19, 1886.  
Sec. 11.

In lieu of the tax on tonnage of thirty cents per ton per annum imposed prior to July first, eighteen hundred and eighty-four, a duty of three cents per ton, not to exceed in the aggregate fifteen cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or the Sandwich Islands, or Newfoundland; and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry upon all vessels which shall be entered in the United States from any other foreign ports, not, however, to include vessels in distress or not engaged in trade.

### 137. *Exemptions from tonnage tax.*

R. S., 4219.  
June 19, 1886.  
Sec. 11.

The President of the United States shall suspend the collection of so much of the duty herein imposed, on vessels entered from any foreign port, as may be in excess of the tonnage and light-house dues, or other equivalent tax or taxes, imposed in said port on American vessels by the government of the foreign country in which such port is situated, and shall, upon the passage of this act, and from time to time thereafter as often as it may become necessary by reason of changes in the laws of the foreign countries above mentioned, indicate by proclamation the ports to which such suspension shall apply, and the rate or rates of tonnage-duty, if any, to be collected under such suspen-



sion: *Provided, further,* That such proclamation shall exclude from the benefits of the suspension herein authorized the vessels of any foreign country in whose ports the fees or dues of any kind or nature imposed on vessels of the United States, or the import or export duties on their cargoes, are in excess of the fees, dues, or duties imposed on the vessels of such country, or on the cargoes of such vessels.

Apr. 4, 1888.

But this proviso shall not be held to be inconsistent with the special regulation by foreign countries of duties and other charges on their own vessels, and the cargoes thereof, engaged in their coasting trade, or with the existence between such countries and other states of reciprocal stipulations founded on special conditions and equivalents, and thus not within the treatment of American vessels under the most-favored nation clause in treaties between the United States and such countries.

The President be, and hereby is, directed to cause the Governments of foreign countries which, at any of their ports, impose on American vessels a tonnage-tax or lighthouse dues, or other equivalent tax or taxes, or any other fees, charges, or dues, to be informed of the provisions of the preceding section, and invited to co-operate with the Government of the United States in abolishing all lighthouse dues, tonnage-taxes, or other equivalent tax or taxes on, and also all other fees for official services to, the vessels of the respective nations employed in the trade between the ports of such foreign country and the ports of the United States.

June 19, 1886.  
Sec. 12.

No vessel belonging to any citizen of the United States, trading from one port within the United States to another port within the United States, or employed in the bank, whale, or other fisheries, shall be subject to tonnage or tax duty, if such vessel be licensed, registered or enrolled.

R. S., 4220.

In cases of vessels making regular daily trips between any port of the United States and any port in the Dominion of Canada, wholly upon interior waters not navigable to the ocean, no tonnage or clearance fees shall be charged against such vessel by the officers of the United States, except upon the first clearing of such vessel in each year.

R. S., 4221.

The mail steamships employed in the mail-service between the United States and Brazil shall be exempt from all port-charges and custom-house dues at the port of departure and arrival in the United States if, and so long as, a similar immunity from port-charges and custom-house dues is granted by the government of Brazil.

R. S., 4232.

### 138. *Discriminating tonnage taxes.*

Upon satisfactory proof being given to the President, by the government of any foreign nation, that no discriminating duties of tonnage or imposts are imposed or levied in the ports of such nation upon vessels wholly belonging to citizens of the United States, or upon the produce, manufactures, or merchandise imported in the same from the

R. S., 4228.



United States or from any foreign country, the President may issue his proclamation, declaring that the foreign discriminating duties of tonnage and impost within the United States are suspended and discontinued, so far as respects the vessels of such foreign nation, and the produce, manufactures, or merchandise imported into the United States from such foreign nation, or from any other foreign country; the suspension to take effect from the time of such notification being given to the President, and to continue so long as the reciprocal exemption of vessels, belonging to citizens of the United States, and their cargoes, shall be continued, and no longer.

R. S., 4229. No other or higher rate of duties shall be imposed or collected on vessels of Prussia, or of her dominions, from whencesoever coming, nor on their cargoes, howsoever composed, than are or may be payable on vessels of the United States, and their cargoes.

R. S., 4230. The preceding section shall continue and be in force during the time that the equality for which it provides shall, in all respects, be reciprocated in the ports of Prussia and her dominions; and if at any time hereafter the equality shall not be reciprocated in the ports of Prussia and her dominions, the President may issue his proclamation, declaring that fact, and thereupon the section preceding shall cease to be in force.

R. S., 4231. From Spanish vessels coming from any port or place in Spain or her colonies, where no discriminating or counter-vailing duties on tonnage are levied upon vessels of the United States, or from any other port or place to and with which vessels of the United States are ordinarily permitted to go and trade, there shall be exacted in the ports of the United States no other or greater duty on tonnage than at the time may be exacted of vessels of the United States.

**139.** *Alien tonnage taxes (in exceptional cases).*

R. S., 4219. Upon vessels which shall be entered in the United States from any foreign port or place there shall be paid duties as follows: On vessels built within the United States but belonging wholly or in part to subjects of foreign powers, at the rate of 30 cents per ton; on other vessels not of the United States, at the rate of 50 cents per ton. Upon every vessel not of the United States, which shall be entered in one district from another district, having on board goods, wares, or merchandise taken in one district to be delivered in another district, duties shall be paid at the rate of 50 cents per ton. Nothing in this section shall be deemed in any wise to impair any rights or privileges which have been or may be acquired by any foreign nation under the laws and treaties of the United States relative to the duty of tonnage on vessels. On all foreign vessels which shall be entered in the United States from any foreign port or place, to and with which vessels of the United States are not ordinarily permitted to enter and trade, there shall be paid a duty at the rate of two dollars per ton; and none



of the duties on tonnage above mentioned shall be levied on the vessels of any foreign nation if the President of the United States shall be satisfied that the discriminating or countervailing duties of such foreign nations, so far as they operate to the disadvantage of the United States, have been abolished; \* \* \* and any rights or privileges acquired by any foreign nation under the laws and treaties of the United States relative to the duty of tonnage on vessels shall not be impaired; and any vessel any officer of which shall not be a citizen of the United States, shall pay a tax of fifty cents per ton.

**140.** *Light money (in exceptional cases).*

A duty of fifty cents per ton, to be denominated "light money," shall be levied and collected on all vessels not of the United States, which may enter the ports of the United States. Such light-money shall be levied and collected in the same manner and under the same regulations as the tonnage duties.

R. S., 4225.

The preceding section shall not be deemed to operate upon unregistered vessels, owned by citizens of the United States, and carrying a sea-letter, or, other regular document, issued from a custom-house of the United States, proving the vessel to be American property.

R. S., 4226.

**141.** *Consular tonnage charges.*

No consul or consular agent of the United States shall exact tonnage fees from any vessel of the United States, touching at or near ports in Canada, on her regular voyage from one port to another within the United States, unless such consul or consular agent shall perform some official services, required by law for such vessel, when she shall thus touch at a Canadian port.

R. S., 4222.

**142.** *Refund of tonnage tax.*

Whenever any fine, penalty, forfeiture, exaction, or charge arising under the laws relating to vessels or seamen has been paid to any collector of customs or consular officer, and application has been made within one year from such payment for the refunding or remission of the same, the Secretary of the Treasury, if on investigation he finds that such fine, penalty, forfeiture, exaction, or charge was illegally, improperly, or excessively imposed, shall have the power, either before or after the same has been covered into the Treasury, to refund so much of such fine, penalty, forfeiture, exaction, or charge as he may think proper, from any moneys in the Treasury not otherwise appropriated.

June 26, 1884.  
Sec. 26.

On all questions of interpretation \* \* \* relating to the collection of tonnage tax, and to the refund of such tax when collected erroneously or illegally, his [Commissioner of Navigation] decision shall be final,

July 5, 1884.  
Sec. 3.



## PART X.—DISCRIMINATION AND RETALIATION.

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| <p><b>143.</b> Discrimination against American vessels.</p> <p><b>144.</b> Discrimination against American fishing vessels.</p> <p><b>145.</b> Discrimination against products of the United States.</p> | <p><b>146.</b> Discrimination on Canadian canals.</p> <p><b>147.</b> Vessels of nations not assimilated by treaty to American vessels.</p> <p><b>148.</b> Discriminating duties.</p> |
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### **143.** *Discrimination against American vessels.*

June 19, 1886.  
Sec. 17.

Whenever any foreign country whose vessels have been placed on the same footing in the ports of the United States as American vessels (the coastwise trade excepted) shall deny to any vessels of the United States any of the commercial privileges accorded to national vessels in the harbors, ports, or waters of such foreign country, the President, on receiving satisfactory information of the continuance of such discriminations against any vessels of the United States, is hereby authorized to issue his proclamation excluding, on and after such time as he may indicate, from the exercise of such commercial privileges in the ports of the United States as are denied to American vessels in the ports of such foreign country, all vessels of such foreign country of a similar character to the vessels of the United States thus discriminated against, and suspending such concessions previously granted to the vessels of such country; and on and after the date named in such proclamation for it to take effect, if the master, officer, or agent of any vessel of such foreign country excluded by said proclamation from the exercise of any commercial privileges shall do any act prohibited by said proclamation in the ports, harbors, or waters of the United States for or on account of such vessel, such vessel, and its rigging, tackle, furniture, and boats, and all the goods on board, shall be liable to seizure and to forfeiture to the United States; and any person opposing any officer of the United States in the enforcement of this act, or aiding and abetting any other person in such opposition, shall forfeit eight hundred dollars, and shall be guilty of a misdemeanor, and, upon conviction, shall be liable to imprisonment for a term not exceeding two years.

### **144.** *Discrimination against American fishing vessels.*

Mar. 3, 1887.

Whenever the President of the United States shall be satisfied that American fishing vessels or American fishermen, visiting or being in the waters or at any ports or places



of the British Dominions of North America, are or then lately have been denied or abridged in the enjoyment of any rights secured to them by treaty or law, or are or then lately have [*been*] unjustly vexed or harassed in the enjoyment of such rights, or subjected to unreasonable restrictions, regulations, or requirements in respect of such rights; or otherwise unjustly vexed or harassed in said waters, ports, or places;

Or whenever the President of the United States shall be satisfied that any such fishing vessels or fishermen, having a permit under the laws of the United States to touch and trade at any port or ports, place or places, in the British Dominions of North America, are or then lately have been denied the privilege of entering such port or ports, place or places, in the same manner and under the same regulations as may exist therein applicable to trading vessels of the most favored nation, or shall be unjustly vexed or harassed, in respect thereof, or otherwise be unjustly vexed or harassed therein, or shall be prevented from purchasing such supplies as may there be lawfully sold to trading vessels of the most favored nation;

Or whenever the President of the United States shall be satisfied that any other vessels of the United States, their masters or crews, so arriving at or being in such British waters or ports or places of the British Dominions of North America, are or then lately have been denied any of the privileges therein accorded to the vessels, their masters or crews, of the most favored nation, or unjustly vexed or harassed in respect of the same, or unjustly vexed or harassed therein by the authorities thereof, then, and in either or all of such cases:

It shall be lawful, and it shall be the duty of the President of the United States, in his discretion, by proclamation to that effect, to deny vessels, their masters and crews, of the British Dominions of North America, any entrance into the waters, ports, or places of, or within the United States (with such exceptions in regard to vessels in distress, stress of weather, or needing supplies as to the President shall seem proper), whether such vessels shall have come directly from said dominions on such destined voyage or by way of some port or place in such destined voyage elsewhere, and also to deny entry into any port or place of the United States of fresh fish or salt fish or any other product of said dominions, or other goods coming from said dominions to the United States.

The President may, in his discretion, apply such proclamation to any part or to all of the foregoing-named subjects, and may revoke, qualify, limit, and renew such proclamation from time to time as he may deem necessary to the full and just execution of the purposes of this act.

Every violation of any such proclamation, or any part thereof, is hereby declared illegal, and all vessels and goods so coming or being within the waters, ports, or places of the United States contrary to such proclamation shall be forfeited to the United States; and such forfeiture shall be enforced and proceeded upon in the same manner and with



the same effect as in the case of vessels or goods whose importation or coming to or being in the waters or ports of the United States contrary to law may now be enforced and proceeded upon.

Every person who shall violate any of the provisions of this act, or such proclamation of the President made in pursuance hereof, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or by imprisonment for a term not exceeding two years, or by both said punishments, in the discretion of the court.

**145. *Discrimination against products of the United States.***

Aug. 30, 1890.  
Sec. 5.

Whenever the President shall be satisfied that unjust discriminations are made by or under the authority of any foreign state against the importation to or sale in such foreign state of any product of the United States, he may direct that such product of such foreign State so discriminating against any product of the United States as he may deem proper shall be excluded from importation to the United States; and in such case he shall make proclamation of his direction in the premises, and therein name the time when such direction against importation shall take effect, and after such date the importation of the articles named in such proclamation shall be unlawful. The President may at any time revoke, modify, terminate, or renew any such direction as, in his opinion, the public interest may require.

**146. *Discrimination on Canadian canals.***

July 26, 1892.

With a view of securing reciprocal advantages for the citizens, ports, and vessels of the United States, on and after the first day of August, eighteen hundred and ninety-two, whenever and so often as the President shall be satisfied that the passage through any canal or lock connected with the navigation of the Saint Lawrence River, the Great Lakes, or the water ways connecting the same, of any vessels of the United States, or of cargoes or passengers in transit to any port of the United States, is prohibited or is made difficult or burdensome by the imposition of tolls or otherwise which, in view of the free passage through the Saint Marys Falls Canal, now permitted to vessels of all nations, he shall deem to be reciprocally unjust and unreasonable, he shall have the power, and it shall be his duty, to suspend by proclamation to that effect, for such time and to such extent (including absolute prohibition) as he shall deem just, the right of free passage through the Saint Marys Falls Canal, so far as it relates to vessels owned by the subjects of the government so discriminating against the citizens, ports, or vessels of the United States, or to any cargoes, portions of cargoes, or passengers in transit to the ports of the government making such discrimination, whether carried in vessels of the United States or of other nations.

In such case and during such suspension tolls shall be levied, collected, and paid as follows, to wit:



Upon freight of whatever kind or description, not to exceed two dollars per ton; upon passengers, not to exceed five dollars each, as shall be from time to time determined by the President:

*Provided*, That no tolls shall be charged or collected upon freight or passengers carried to and landed at Ogdensburg, or any port west of Ogdensburg, and south of a line drawn from the northern boundary of the State of New York through the Saint Lawrence River, the Great Lakes, and their connecting channels to the northern boundary of the State of Minnesota.

All tolls so charged shall be collected under such regulations as shall be prescribed by the Secretary of the Treasury, who may require the master of each vessel to furnish a sworn statement of the amount and kind of cargo and the number of passengers carried and the destination of the same, and such proof of the actual delivery of such cargo or passengers at some port or place within the limits above named as he shall deem satisfactory; and until such proof is furnished such freight and passengers may be considered to have been landed at some port or place outside of those limits, and the amount of tolls which would have accrued if they had been so delivered shall constitute a lien, which may be enforced against the vessel in default wherever and whenever found in the waters of the United States.

Sec. 2.

**147. *Vessels of nations not assimilated by treaty to American vessels.***

No goods, wares, or merchandise, unless in cases provided for by treaty, shall be imported into the United States from any foreign port or place, except in vessels of the United States, or in such foreign vessels as truly and wholly belong to the citizens or subjects of that country of which the goods are the growth, production, or manufacture, or from which such goods, wares, or merchandise can only be, or most usually are, first shipped for transportation. All goods, wares, or merchandise imported contrary to this section, and the vessel wherein the same shall be imported, together with her cargo, tackle, apparel, and furniture, shall be forfeited to the United States; and such goods, wares, or merchandise, ship, or vessel, and cargo shall be liable to be seized, prosecuted, and condemned in like manner, and under the same regulations, restrictions, and provisions as have been heretofore established for the recovery, collection, distribution, and remission of forfeitures to the United States by the several revenue laws.

R. S., 2497.  
Aug. 28, 1894.  
Sec. 15.

The preceding section shall not apply to vessels or goods, wares, or merchandise imported in vessels of a foreign nation which does not maintain a similar regulation against vessels of the United States.

Sec. 16.



**148.** *Discriminating duties.*

R. S., 2502.  
Aug. 28, 1894.

Sec. 14.

A discriminating duty of ten per centum ad valorem, in addition to the duties imposed by law, shall be levied, collected, and paid on all goods, wares, or merchandise which shall be imported in vessels not of the United States; but this discriminating duty shall not apply to goods, wares, and merchandise which shall be imported in vessels not of the United States, entitled, by treaty or any Act of Congress, to be entered in the ports of the United States on payment of the same duties as shall then be paid on goods, wares, and merchandise imported in vessels of the United States.



## PART XI.—ENTRY AND CLEARANCE.

- |                             |                                                      |
|-----------------------------|------------------------------------------------------|
| 149. Clearance.             | 157. Enrolled and licensed vessels in foreign trade. |
| 150. Master's oath.         | 158. Oath of ownership on entry.                     |
| 151. Form of manifest.      | 159. Deposit of papers.                              |
| 152. Form of clearance.     | 160. War documents; passports; sea-letters.          |
| 153. State inspection laws. | 161. Illegal boarding of vessel.                     |
| 154. Bullion and coin.      |                                                      |
| 155. Live-oak timber.       |                                                      |
| 156. Fees.                  |                                                      |

### 149. *Clearance.*

The master or person having the charge or command of any vessel bound to a foreign port, shall deliver to the collector of the district from which such vessel is about to depart, a manifest of all the cargo on board the same, and the value thereof, by him subscribed, and shall swear to the truth thereof; whereupon the collector shall grant a clearance for such vessel and her cargo, but without specifying the particulars thereof in the clearance, unless required by the master or other person having the charge or command of such vessel so to do. If any vessel bound to a foreign port departs on her voyage to such foreign port without delivering such manifest and obtaining a clearance, as hereby required, the master or other person having the charge or command of such vessel shall be liable to a penalty of five hundred dollars for every such offense. R. S., 4197.

### 150. *Master's oath.*

The oath to be taken by the master or commander of the vessel shall be as follows: R. S., 4198.

District of

I, (insert the name), master or commander of the (insert the denomination and name of the vessel), bound from the port of (insert the name of the port or place sailing from) to (insert the name of the port or place bound to,) do solemnly, sincerely, and truly swear (or affirm, as the case may be) that the manifest of the cargo on board the said (insert denomination and name of the vessel), now delivered by me to the collector of this district, and subscribed with my name, contains, according to the best of my knowledge and belief, a full, just, and true account of all the goods, wares, and merchandise now actually laden on



board the said vessel, and of the value thereof; and if any other goods, wares, or merchandise shall be laden or put on board the said (insert denomination and name of vessel) previous to her sailing from this port, I will immediately report the same to the said collector. I do also swear (or affirm) that I verily believe the duties on all the foreign merchandise therein specified have been paid or secured, according to law, and that no part thereof is intended to be relanded within the United States, and that if by distress or other unavoidable accident it shall become necessary to reland the same, I will forthwith make a just and true report thereof to the collector of the customs of the district wherein such distress or accident may happen. So help me God.

151. *Form of manifest.*

R. S., 4199.

The form of the report and manifest to be delivered to the collector shall be as follows:

Report and manifest of the cargo laden at the port of \_\_\_\_\_, on board the \_\_\_\_\_, master, bound for \_\_\_\_\_ port \_\_\_\_\_.

| Marks. | Numbers. | Packages or articles in bulk. | Contents or quantities. | Value at the port of exportation. |
|--------|----------|-------------------------------|-------------------------|-----------------------------------|
|        |          |                               |                         |                                   |

R. S., 4200.

Before a clearance shall be granted for any vessel bound to a foreign port, the owners, shippers, or consignors of the cargo of such vessel shall deliver to the collector manifests of the cargo, or the parts thereof shipped by them respectively, and shall verify the same by oath. Such manifests shall specify the kinds and quantities of the articles shipped respectively, and the value of the total quantity of each kind of articles; and the oath to each manifest shall state that it contains a full, just, and true account of all articles laden on board of such vessel by the owners, shippers or consignors, respectively, and that the values of such articles are truly stated, according to their actual cost, or the values which they truly bear at the port and time of exportation. And before a clearance shall be granted for any such vessel, the master of that vessel, and the owners, shippers, and consignors of the cargo, shall state, upon oath, to the collector, the foreign port or country in which such cargo is truly intended to be landed. The oaths shall be taken and subscribed in writing.



152. *Form of clearance.*

The form of a clearance, to be granted to a ship or vessel on her departure to a foreign port or place, shall be as follows: R. S., 4201.

District of \_\_\_\_\_, ss,  
 Port of \_\_\_\_\_

These are to certify all whom it doth concern, that \_\_\_\_\_, master or commander of the \_\_\_\_\_, burden \_\_\_\_\_ tons, or thereabouts, mounted with \_\_\_\_\_ guns, navigated with \_\_\_\_\_ men, \_\_\_\_\_ built, and bound for \_\_\_\_\_, having on board \_\_\_\_\_, hath here entered and cleared his said vessel according to law. Given under our hands and seals, at the custom-house of \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, one thousand \_\_\_\_\_, and in the \_\_\_\_\_ year of the Independence of the United States of America.

153. *State inspection laws.*

The collectors and other officers of the customs shall pay due regard to the inspection laws of the States in which they may respectively act, in such manner that no vessel having on board goods liable to inspection shall be cleared until the master, or other proper person, shall have produced such certificate that all such goods have been duly inspected, as the laws of the respective States may require to be produced to collectors or other officers of the customs. R. S., 4202.

154. *Bullion and coin.*

All vessels belonging to citizens of the United States, and bound from any port in the United States to any other port therein, or to any foreign port, or from any foreign port to any port in the United States, shall, before clearance, receive on board all such bullion, coin, United States notes and bonds and other securities, as the Government of the United States or any department thereof, or any minister, consul, vice-consul, or commercial or other agent of the United States abroad, shall offer, and shall securely convey and promptly deliver the same to the proper authorities or consignees, on arriving at the port of destination; and shall receive for such service such reasonable compensation as may be allowed to other carriers in the ordinary transactions of business. R. S., 4204.

155. *Live-oak timber.*

Collectors of the collection-districts within the States of Florida, Alabama, Mississippi, and Louisiana, before allowing a clearance to any vessel laden in whole or in part with live-oak timber, shall ascertain satisfactorily that such timber was cut from private lands, or, if from public lands, by consent of the Department of the Navy. R. S., 4205.

156. *Fees.*

Previous to a clearance being granted to any vessel, outward bound, the legal fees which shall have accrued on such vessel shall be paid at the offices where such fees are R. S., 4206.



respectively payable; and receipts for the same shall be produced to the collector or other officer whose duty it may be to grant clearances, before a clearance is granted.

R. S., 4207.

Whenever any clearance is granted to any vessel of the United States, duly registered as such, and bound on any foreign voyage, the collector of the district shall annex thereto, in every case, a copy of the rates or tariffs of fees which diplomatic and consular officers are entitled, by the regulations prescribed by the President, to receive for their services.

**157. *Enrolled and licensed vessels in foreign trade.***

R. S., 4337.

If any vessel, enrolled or licensed, shall proceed on a foreign voyage, without first giving up her enrollment and license to the collector of the district comprehending the port from which she is about to proceed on such voyage, and being duly registered by such collector, every such vessel, together with her tackle, apparel, and furniture, and the merchandise so imported therein, shall be liable to seizure and forfeiture.

R. S., 4338.

If the port from which any vessel, so enrolled or licensed is about to proceed on a foreign voyage, is not within the district where such vessel is enrolled, the collector of such district shall give to the master of such vessel a certificate, specifying that the enrollment and license of such vessel has been received by him, and the time when it was so received; which certificate shall afterward be delivered by the master to the collector who may have granted such enrollment and license.

R. S., 4364.

Whenever any vessel, licensed for carrying on the fishery, is intended to touch and trade at any foreign port, it shall be the duty of the master or owner to obtain permission for that purpose from the collector of the district where such vessel may be, previous to her departure, and the master of every such vessel shall deliver like manifests, and make like entries, both of the vessel and of the merchandise on board, within the same time, and under the same penalty, as are by law provided for vessels of the United States arriving from a foreign port.

R. S., 4365.

Whenever a vessel, licensed for carrying on the fisheries, is found within three leagues of the coast, with merchandise of foreign growth or manufacture, exceeding the value of five hundred dollars, without having such permission as is directed by the preceding section, such vessel, together with the merchandise of foreign growth or manufacture imported therein, shall be subject to seizure and forfeiture.

**158. *Oath of ownership on entry.***

R. S., 4173.

Upon the entry of every vessel of the United States from any foreign port, if the same shall be at the port at which the owner or any of the part owners reside, such owner or part owner shall make oath that the register of such vessel contains the name or names of all the persons who are then owners of the vessel; or if any part of such vessel has been



sold or transferred since the granting of such register that such is the case, and that no foreign subject or citizen has, to the best of his knowledge and belief, any share, by way of trust, confidence, or otherwise, in such vessel. If the owner or any part owner does not reside at the port at which such vessel enters, the master shall make oath to the like effect. If the owner, or part owner, where there is one, or the master, where there is no owner, refuses so to swear, such vessel shall not be entitled to the privileges of a vessel of the United States.

Upon the entry of every such [unregistered vessel, owned by citizens of the United States, and carrying a sea-letter, or, other regular document, issued from a custom-house of the United States, proving the vessel to be American property] vessel from any foreign port, if the same shall be at the port at which the owner or any of the part owners reside, such owner or part owner shall make oath that the sea letter or other regular document possessed by such vessel contains the name or names of all the persons who are then the owners of the vessel; or if any part of such vessel has been sold or transferred since the date of such sea-letter or document, that such is the case, and that no foreign subject or citizen has, to the best of his knowledge and belief, any share, by way of trust, confidence, or otherwise, in such vessel. If the owner or any part owner does not reside at the port or place at which such vessel shall enter, then the master shall make oath to the like effect. If the owner or part owner, where there is one, or the master, where there is no owner, shall refuse to so swear, such vessel shall not be entitled to the privileges granted by this section. R. S., 4226.

**159. *Deposit of papers.***

The register, or other document in lieu thereof, together with the clearance and other papers granted by the officers of the customs to a vessel at her departure from the port from whence she may have arrived, Mediterranean passports excepted, shall previous to entry be produced to the collector with whom such entry is to be made, and shall remain in his office; and on the clearance of such vessel the register and other documents shall be returned to the master or owner of such vessel. R. S., 2790.

The register, or other document in lieu thereof, together with the clearance and other papers granted by the officers of the customs to any foreign vessel, at her departure from the port from which she may have arrived, shall, previous to entry in any port of the United States, be produced to the collector with whom such entry is to be made. It shall be the duty of the master, within forty-eight hours after such entry, to deposit the papers with the consul or vice-consul of the nation to which the vessel belongs, and to deliver to the collector the certificate of such consul or vice-consul that the papers have been so deposited. Every master who fails to comply with this regulation shall be punishable by a fine of not less than five hundred dollars, nor more than two thousand dollars. R. S., 4209.



R. S., 4210.

The preceding section shall not extend to the vessels of foreign nations in whose ports American consuls are not permitted to have the custody and possession of the register and other papers of vessels entering the ports of such nation.

R. S., 4211.

It shall not be lawful for any foreign consul to deliver to the master of any foreign vessel the register and other papers deposited with him pursuant to the provisions of the preceding section, until such master shall produce to him a clearance in due form from the collector of the port where such vessel has been entered. Any consul offending against the provisions of this section shall be fined not less than five hundred dollars nor more than five thousand.

R. S., 4213.  
June 26, 1884.  
Sec. 13.

It shall be the duty of all masters of vessels for whom any official services shall be performed by any consular officer, without the payment of a fee, to require a written statement of such services from such consular officer, and, after certifying as to whether such statement is correct, to furnish it to the collector of the district in which such vessels shall first arrive on their return to the United States; and if any such master of a vessel shall fail to furnish such statement, he shall be liable to a fine of not exceeding fifty dollars, unless such master shall state under oath that no such statement was furnished him by said consular officer. And it shall be the duty of every collector to forward to the Secretary of the Treasury all such statements as shall have been furnished to him, and also a statement of all certified invoices which shall have come to his office, giving the dates of the certificates, and the names of the persons for whom and of the consular officer by whom the same were certified.

**160. *War documents; passports; sea-letters.***

R. S., 4306.

Every vessel of the United States, going to any foreign country, shall, before she departs from the United States, at the request of the master, be furnished by the collector for the district where such vessel may be, with a passport, the form for which shall be prescribed by the Secretary of State. In order to be entitled to such passport, the master of every such vessel shall be bound, with sufficient sureties, to the Treasurer of the United States, in the penalty of two thousand dollars, conditioned that the passport shall not be applied to the use or protection of any other vessel than the one described in it; and that, in case of the loss or sale of any vessel having such passport, the same shall, within three months, be delivered up to the collector from whom it was received, if the loss or sale take place within the United States; or within six months, if the same shall happen at any place nearer than the Cape of Good Hope; and within eighteen months, if at a more distant place.

R. S., 4307.

If any vessel of the United States shall depart therefrom, and shall be bound to any foreign country, other than to some port in America, without such passport, the master of such vessel shall be liable to a penalty of two hundred dollars for every such offense.



Every unregistered vessel owned by a citizen of the United States, and sailing with a sea-letter, going to any foreign country, shall, before she departs from the United States, at the request of the master, be furnished by the collector of the district where such vessel may be with a passport, for which the master shall be subject to the rules and conditions prescribed for vessels of the United States. R. S., 4308.

Every master of a vessel, belonging to citizens of the United States, who shall sail from any port of the United States, shall, on his arrival at a foreign port, deposit his register, sea-letter, and Mediterranean passport with the consul, vice-consul, commercial agent, or vice-commercial agent, if any there be at such port; and it shall be the duty of such consul, vice-consul, commercial agent, or vice-commercial agent, on such master or commander producing to him a clearance from the proper officer of the port where his vessel may be, to deliver to the master all of his papers, if such master or commander has complied with the provisions of law relating to the discharge of seamen in a foreign country, and to the payment of the fees of consular officers. R. S., 4309.

Every master of any such vessel who refuses or neglects to deposit the papers as required by the preceding section, shall be liable to a penalty of five hundred dollars, to be recovered by such consul, vice consul, commercial agent, or vice-commercial agent, in his own name, for the benefit of the United States, in any court of competent jurisdiction. R. S., 4310.

**161. *Illegal boarding of vessel.***

Every person who, not being in the United States service, and not being duly authorized by law for the purpose, goes on board any vessel about to arrive at the place of her destination, before her actual arrival, and before she has been completely moored, without permission of the master, shall, for every such offense, be punishable by a fine of not more than two hundred dollars, and by imprisonment for not more than six months; and the master of such vessel may take any such person so going on board into custody, and deliver him up forthwith to any constable or police-officer, to be by him taken before any justice of the peace, to be dealt with according to the provisions of this Title [R. S., 4501-4613]. R. S., 4606.



## PART XII.—CUSTOMS LAWS RELATING DIRECTLY TO VESSELS.

- |                                                              |                                   |
|--------------------------------------------------------------|-----------------------------------|
| 162. Boarding and search of vessel.                          | 167. Procedure.                   |
| 163. Seizure of vessel or merchandise.                       | 168. Limitation of time.          |
| 164. Exemption from forfeiture.                              | 169. Bonded warehouses.           |
| 165. Procedure in cases of fines, penalties, and forfeiture. | 170. Oaths of masters and owners. |
| 166. Moieties, informers', and customs officers' awards.     |                                   |

### 162. *Boarding and search of vessel.*

R. S., 3059.

It shall be lawful for any officer of the customs, including inspectors and occasional inspectors, or of a revenue-cutter, or authorized agent of the Treasury Department, or other person specially appointed for the purpose in writing by a collector, naval officer, or surveyor, to go on board of any vessel, as well without as within his district, and to inspect, search, and examine the same, and any person, trunk, or envelope on board, and to this end to hail and stop such vessel if under way, and to use all necessary force to compel compliance; and if it shall appear that any breach or violation of the laws of the United States has been committed, whereby or in consequence of which such vessel, or the merchandise, or any part thereof, on board of or imported by such vessel, is liable to forfeiture, to make seizure of the same, or either or any part thereof, and to arrest, or in case of escape, or any attempt to escape, to pursue and arrest any person engaged in such breach or violation.

R. S., 3060.

The original appointment in writing of any person specially appointed under the provisions of the previous section shall be filed in the custom-house where such appointment is made.

R. S., 3067.

It shall be lawful for all collectors, naval officers, surveyors, inspectors, and the officers of the revenue-cutters, to go on board of vessels in any port of the United States, or within four leagues of the coast thereof, if bound to the United States, whether in or out of their respective districts, for the purpose of demanding the manifests, and of examining and searching the vessels; and those officers respectively shall have free access to the cabin and every other part of a vessel.



If any master of a vessel coming into or having arrived at any port within the United States shall obstruct or hinder or shall intentionally cause any obstruction or hindrance to any officer in lawfully going on board such vessel for the purpose of carrying into effect any of the revenue laws of the United States, he shall for every such offense be liable to a penalty of not more than five hundred dollars nor less than fifty dollars. R. S., 3068.

If any box, trunk, chest, cask, or other package shall be found in the cabin, steerage, or forecastle of a vessel, or in any other place separate from the residue of the cargo, the officer of the customs shall take a particular account of such passage, and of the marks and numbers thereof, if any, and a description thereof, and, if he judges proper, shall seal every such package; and such account and description shall be by him forwarded without delay to the collector of the district to which such vessel is bound. If upon her arrival at the port of her entry, the packages so described, or any of them, are missing, or if any seal put thereon has been broken, the master shall be liable to a penalty for every package missing, or on which any seal shall be broken, of two hundred dollars. R. S., 3069.

Every officer or other person authorized to make searches and seizures by this Title [R. S., 2517–3129] shall, at the time of executing any of the powers conferred upon him, make known, upon being questioned, his character as an officer or agent of the customs or Government, and shall have authority to demand of any person within the distance of three miles to assist him in making any arrests, search, or seizure authorized by this Title, where such assistance may be necessary; and if such person shall, without reasonable excuse, neglect or refuse so to assist, upon proper demand, he shall be deemed guilty of a misdemeanor, punishable by a fine of not more than two hundred dollars, nor less than five dollars. R. S., 3071.

**163. *Seizure of vessels or merchandise.***

It shall be the duty of the several officers of the customs to seize and secure any vessel or merchandise which shall become liable to seizure by virtue of any law respecting the revenue, as well without as within their respective districts. R. S., 3072.

If any officer, or other person, executing or aiding or assisting in the seizure of goods, under any act providing for or regulating the collection of duties on imports or tonnage, is sued for anything done in virtue of the powers given thereby, or by virtue of a warrant granted by any judge, or justice, pursuant to law, he may plead the general issue and give such act and the special matter in evidence. R. S., 3073.

In all cases of seizure of property subject to forfeiture for any of the causes named in any provision of law relating to the customs, or for the registering, enrolling, or licensing of vessels, when, in the opinion of the collector or other principal officer of the revenue making such seiz- R. S., 3074.



ure, the value of the property seized does not exceed five hundred dollars, he shall cause a list and particular description of the property seized to be prepared in duplicate, and an appraisement of the same to be made by two sworn appraisers under the revenue laws, if there are such appraisers at or near the place of seizure; but if there are no such appraisers, then by two competent and disinterested citizens of the United States, to be selected by him for that purpose, residing at or near the place of seizure; which list and appraisement shall be properly attested by such collector or other officer and the persons making the appraisal. For such services of the appraisers they shall be allowed out of the revenue one dollar and fifty cents each, for every day necessarily employed in such service.

R. S., 3075.

If the amount of the appraisal of property so seized as forfeited shall not exceed the sum of five hundred dollars, the collector or other principal officer shall publish a notice once a week for three successive weeks in some newspaper of the county or place where such seizure shall have been made, if any newspaper shall be published in such county; but if no newspaper shall be published in such county, then such notice shall be published in some newspaper of the county in which the principal customs office of the district shall be situated; and if no newspaper shall be published in such county, then notices shall be posted in proper public places, which notices shall describe the articles seized, and state the time, cause, and place of seizure, and shall require any person claiming such articles to appear and file with such collector or other officer his claim to such articles within twenty days from the date of the first publication of such notice.

R. S., 3076.

Any person claiming the property so seized may, at any time within twenty days from the date of such publication, file with the collector or other officer a claim, stating his interest in the articles seized, and, upon depositing with such collector or other officer a bond to the United States in the penal sum of two hundred and fifty dollars, with two sureties, to be approved by such collector or other officer, conditioned that, in case of the condemnation of the articles so claimed, the obligors shall pay all the costs and expenses of the proceedings to obtain such condemnation. Such collector or other officer shall transmit the same, with the duplicate list and description of the articles seized and claimed, to the United States district attorney for the district, who shall proceed for a condemnation of the property in the ordinary mode prescribed by law.

R. S., 3077.

If no such claim shall be filed or bond given within the twenty days above specified, such collector or other officer shall give not less than fifteen days' notice of the sale of the property so seized, by publication in the manner before mentioned; and, at the time and place specified in such notice, he shall sell at public auction the property so seized, and shall deposit the proceeds, after deducting the actual expenses of such seizure, publication, and sale, in the Treasury of the United States, as shall be directed by the



Secretary of the Treasury. The collector, however, shall have power to adjourn such sale from time to time for a period not exceeding thirty days in all.

Any person claiming to be interested in the property sold under the provisions of the preceding section may, within three months after such sale, apply to the Secretary of the Treasury for a remission of the forfeiture and a restoration of the proceeds of such sale, and the same may be granted by the Secretary upon satisfactory proof, to be furnished in such manner as he shall direct, that the applicant, at the time of the seizure and sale of the property in question, did not know of the seizure, and was in such circumstances as prevented him from knowing of the same, and that such forfeiture was incurred without willful negligence or any intention of fraud on the part of the owner of such property. R. S., 3078.

If no application for such remission or restoration shall be made within three months after such sale, the Secretary of the Treasury shall then cause the proceeds of such sale to be distributed in the same manner as if such property had been condemned and sold in pursuance of a decree of a competent court. R. S., 3079.

Whenever seizure shall be made of any property which, in the opinion of the appraisers, is liable to perish or waste, or to be greatly reduced in value by keeping, or which cannot be kept without great disproportionate expense, whether such property consists of live animals or merchandise, and when the property thus seized shall not exceed five hundred dollars in value, and when no claim shall have been interposed therefor as is hereinbefore provided, the appraisers, if requested by the collector or principal officer making the seizure, at the time when such appraisal is made, shall certify on oath in their appraisal their belief that the property seized is liable to speedy deterioration, or that the expenses of its keeping will largely reduce the net proceeds of the sale; and in case the appraisers thus certify, such collector or other officer may proceed to advertise and sell the same at auction, by giving notice for such time as he may think reasonable, but not less than one week, of such seizure and intended sale, by advertisement as is hereinbefore provided; and the proceeds of such sale shall be deposited to the credit of the Treasurer of the United States, subject, nevertheless, to the payment of such claims as shall be presented within three months from the day of sale, and allowed by the Secretary of the Treasury. R. S., 3080.

The collectors of the several districts of the United States, in all cases of seizure of any merchandise for violation of the revenue laws, the appraised value of which, in the district wherein such seizure shall be made, does not exceed one thousand dollars, are hereby authorized, subject to the approval of the Secretary of the Treasury, to release such merchandise on payment of the appraised value thereof. R. S., 3081.



R. S., 3083.

Whenever any seizure shall be made for the purpose of enforcing any forfeiture, the collector or other person causing such seizure to be made shall immediately give information thereof to the Solicitor of the Treasury.

R. S., 3086.

All merchandise or property of any kind seized under the provisions of any law of the United States relating to the customs, shall, unless otherwise provided for by law, be placed and remain in the custody of the collector or other principal officer of the customs of the district in which the seizure shall be made, to abide adjudication by the proper tribunal, or other disposition according to law.

**164. *Exemption from forfeiture.***

R. S., 3063.

No railway-car or engine or other vehicle, or team, used by any person or corporation, as common carriers, in the transaction of their business as such common carriers, shall be subject to forfeiture by force of the provisions of this Title [R. S., 2517–3129] unless it shall appear that the owner, superintendent, or agent of the owner in charge thereof at the time of such unlawful importation or transportation thereon or thereby was a consenting party, or privy to such illegal importation or transportation.

Feb. 8, 1881.

No vessel used by any person or corporation, as common carriers, in the transaction of their business as such common carriers, shall be subject to seizure or forfeiture by force of the provisions of Title thirty-four [R. S., 2517–3129] of the Revised Statutes of the United States unless it shall appear that the owner or master of such vessel at the time of the alleged illegal act was a consenting party or privy thereto.

**165. *Procedure in cases of fines, penalties, and forfeiture.***

R. S., 3084.

The several collectors of customs shall report within ten days to the district attorney of the district in which any fine, penalty, or forfeiture may be incurred for the violation of any law of the United States relating to the revenue, a statement of all the facts and circumstances of the case within their knowledge, or which may come to their knowledge from time to time, stating the names of the witnesses, and the provisions of the law believed to be violated, and on which a reliance may be had for condemnation or conviction. If any collector shall in any case fail to report to the proper district attorney, as prescribed in this section, such collector's right to any compensation, benefit, or allowance in such case shall be forfeited to the United States, and the same may, in the discretion of the Secretary of the Treasury, be awarded to such persons as may make complaint and prosecute the same to judgment or conviction.

R. S., 3085.

District attorneys, upon receiving the report of a collector, shall cause suit and prosecution to be commenced and prosecuted without delay for the fines and personal penalties by law in such case provided, unless upon inquiry and examination they shall decide that a conviction cannot probably be obtained, or that the ends of public



justice do not require that a suit or prosecution should be instituted, in which case they shall report the facts to the Secretary of the Treasury for his direction. For expenses incurred and services rendered in prosecutions for such fines and personal penalties, they shall receive such allowance as the Secretary of the Treasury shall deem just and reasonable, upon the certificate of the judge before whom such prosecution was had.

The collector within whose district any seizure shall be made or forfeiture incurred for any violation of the duty laws is hereby enjoined to cause suits for the same to be commenced without delay, and prosecuted to effect; and is, moreover, authorized to receive from the court within which such trial is had, or from the proper officer thereof, the sum recovered, after deducting all proper charges to be allowed by the court; and on receipt thereof he shall pay and distribute the same without delay, according to law. R. S., 3087.

Whenever a vessel, or the owner or master of a vessel, has become subject to a penalty for a violation of the revenue laws of the United States, such vessel shall be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel to recover such penalty. R. S., 3088.

Whenever a seizure, condemnation, and sale of merchandise takes place within the United States, and the value thereof is less than two hundred and fifty dollars, that part of the forfeiture which accrues to the United States, or so much thereof as may be necessary, shall be applied to the payment of the cost of the prosecution. R. S., 3089.

**166. *Moieties, informers' and customs officers' awards.***

All provisions of law under which moieties of any fines, penalties, or forfeitures, under the customs-revenue laws, or any share therein, or commission thereon, are paid to informers, or officers of customs, or other officers of the United States, are hereby repealed; and from and after the date of the passage of this act the proceeds of all such fines, penalties, and forfeitures shall be paid into the Treasury of the United States. June 22, 1874.  
Sec. 2.

It shall hereafter be the duty of the Secretary of the Treasury, out of any money specifically appropriated by Congress, to make suitable compensation in certain cases under the customs-revenue laws, as hereinafter provided, and not otherwise; and he shall annually report to Congress, in detail, all payments by him for such purpose. June 10, 1890.  
Sec. 29.

Whenever any officer of the customs or other person shall detect and seize goods, wares, or merchandise, in the act of being smuggled, or which have been smuggled, he shall be entitled to such compensation therefor as the Secretary of the Treasury shall award, not exceeding in amount one-half of the net proceeds, if any, resulting from such seizure, and deducting all duties, costs, and charges connected therewith: June 22, 1874.  
Sec. 3.

Whenever any officer of the customs or other person shall detect and seize goods, wares, or merchandise, in the act of being smuggled, or which have been smuggled, he shall be entitled to such compensation therefor as the Secretary of the Treasury shall award, not exceeding in amount one-half of the net proceeds, if any, resulting from such seizure, and deducting all duties, costs, and charges connected therewith: Sec. 4.



*Provided*, That for the purposes of this act smuggling shall be construed to mean the act, with intent to defraud, of bringing into the United States, or, with like intent, attempting to bring into the United States, dutiable articles without passing the same, or the package containing the same, through the custom house, or submitting them to the officers of the revenue for examination. And whenever any person not an officer of the United States shall furnish to a district attorney, or to any chief officer of the customs, original information concerning any fraud upon the customs-revenue, perpetrated or contemplated, which shall lead to the recovery of any duties withheld, or of any fine, penalty, or forfeiture incurred, whether by importers or their agents, or by any officer or person employed in the customs-service, such compensation may, on such recovery, be paid to such person so furnishing information as shall be just and reasonable, not exceeding in any case the sum of five thousand dollars; which compensation shall be paid, under the direction of the Secretary of the Treasury, out of any money appropriated for that purpose.

Sec. 6.

No payment shall be made to any person furnishing information in any case wherein judicial proceedings shall have been instituted, unless his claim to compensation shall have been established to the satisfaction of the court or judge having cognizance of such proceedings, and the value of his services duly certified by said court or judge for the information of the Secretary of the Treasury; but no certificate of the value of such services shall be conclusive of the amount thereof. And when any fine, penalty, or forfeiture shall be collected without judicial proceedings, the Secretary of the Treasury shall, before directing payment to any person claiming such compensation, require satisfactory proof that such person is justly entitled thereto.

Sec. 7

Except in cases of smuggling as aforesaid, it shall not be lawful for any officer of the United States, under any pretense whatever, directly or indirectly, to receive, accept, or contract for any portion of the money which may, under any of the provisions of this or any other act, accrue to any such person furnishing information; and any such officer who shall so receive, accept, or contract for any portion of the money that may accrue as aforesaid shall be guilty of a misdemeanor, and, on conviction thereof, shall be liable to a fine not exceeding five thousand dollars, or imprisonment for not more than one year, or both, in the discretion of the court, and shall not be thereafter eligible to any office of honor, trust, or emolument.

And any such person so furnishing information as aforesaid, who shall pay to any such officer of the United States, or to any person for his use, directly or indirectly, any portion of said money, or any other valuable thing, on account of or because of such money, shall have a right of action against such officer or other person, and his legal representatives, to recover back the same, or the value thereof.

Sec. 8.

No officer, or other person entitled to or claiming compensation under any provision of this act, shall be thereby



disqualified from becoming a witness in any action, suit, or proceeding for the recovery, mitigation, or remission thereof, but shall be subject to examination and cross-examination in like manner with other witnesses, without being thereby deprived of any right, title, share, or interest in any fine, penalty, or forfeiture to which such examination may relate; and in every such case the defendant or defendants may appear and testify and be examined and cross-examined in like manner.

**167. Procedure.**

In all suits and proceedings other than criminal arising under any of the revenue-laws of the United States, the attorney representing the Government, whenever, in his belief, any business-book, invoice, or paper, belonging to or under the control of the defendant or claimant, will tend to prove any allegation made by the United States, may make a written motion, particularly describing such book, invoice, or paper, and setting forth the allegation which he expects to prove; and thereupon the court in which suit or proceeding is pending may, at its discretion, issue a notice to the defendant or claimant to produce such book, invoice, or paper in court, at a day and hour to be specified in said notice, which, together with a copy of said motion, shall be served formally on the defendant or claimant by the United States marshal by delivering to him a certified copy thereof, or otherwise serving the same as original notices of suit in the same court are served; and if the defendant or claimant shall fail or refuse to produce such book, invoice, or paper in obedience to such notice, the allegations stated in the said motion shall be taken as confessed unless his failure or refusal to produce the same shall be explained to the satisfaction of the court. And if produced, the said attorney shall be permitted, under the direction of the court, to make examination (at which examination the defendant or claimant, or his agent, may be present) of such entries in said book, invoice, or paper as relate to or tend to prove the allegation aforesaid, and may offer the same in evidence on behalf of the United States. But the owner of said books and papers, his agent or attorney, shall have, subject to the order of the court, the custody of them, except pending their examination in court as aforesaid.

June 22, 1874.  
Sec. 5.

It shall be the duty of any officer or person employed in the customs-revenue service of the United States, upon detection of any violation of the customs-laws, forthwith to make complaint thereof to the collector of the district, whose duty it shall be promptly to report the same to the district attorney of the district in which such frauds shall be committed. Immediately upon the receipt of such complaint, if, in his judgment, it can be sustained, it shall be the duty of such district attorney to cause investigation into the facts to be made before a United States commissioner having jurisdiction thereof, and to initiate proper proceedings to recover the fines and penalties in the premises, and to prosecute the same with the utmost diligence to final judgment.

Sec. 15.



Sec. 17.

Whenever, for an alleged violation of the customs-revenue laws, any person who shall be charged with having incurred any fine, penalty, forfeiture, or disability other than imprisonment, or shall be interested in any vessel or merchandise seized or subject to seizure, when the appraised value of such vessel or merchandise is not less than one thousand dollars, shall present his petition to the judge of the district in which the alleged violation occurred, or in which the property is situated, setting forth, truly and particularly, the facts and circumstances of the case, and praying for relief, such judge shall, if the case, in his judgment, requires, proceed to inquire, in a summary manner into the circumstances of the case, at such reasonable time as may be fixed by him for that purpose, of which the district attorney and the collector shall be notified by the petitioner, in order that they may attend and show cause why the petition should be refused.

Sec. 18.

The summary investigation hereby provided for may be held before the judge to whom the petition is presented, or if he shall so direct, before any United States commissioner for such district, and the facts appearing thereon shall be stated and annexed to the petition, and, together with a certified copy of the evidence, transmitted to the Secretary of the Treasury, who shall thereupon have power to mitigate or remit such fine, penalty, or forfeiture, or remove such disability, or any part thereof, if, in his opinion, the same shall have been incurred without willful negligence or any intention of fraud in the person or persons incurring the same, and to direct the prosecution, if any shall have been instituted for the recovery thereof, to cease and be discontinued upon such terms or conditions as he may deem reasonable and just.

Sec. 19.

It shall not be lawful for any officer or officers of the United States to compromise or abate any claim of the United States arising under the customs laws, for any fine, penalty, or forfeiture incurred by a violation thereof; and any officer or person who shall so compromise or abate any such claim, or attempt to make such compromise or abatement, or in any manner relieve or attempt to relieve from such fine, penalty, or forfeiture, shall be deemed guilty of a felony, and, on conviction thereof, shall suffer imprisonment not exceeding ten years, and be fined not exceeding ten thousand dollars.

Jan. 22, 1875.

Nothing in this section shall be construed to affect any authority, power, or right which might theretofore have been lawfully exercised by any court, judge, or district attorney of the United States to obtain the testimony of an accomplice in any crime against, or fraud upon the customs-revenue laws, on any trial or proceeding for a fine, penalty, or forfeiture under said laws, by a discontinuance or dismissal, or by an engagement to discontinue or dismiss any proceedings against such accomplice.

June 22, 1874.

*Provided, however,* That the Secretary of the Treasury shall have power to remit any fines, penalties, or forfeitures, or to compromise the same, in accordance with existing law.



Whenever any application shall be made to the Secretary of the Treasury for the mitigation or remission of any fine, penalty, or forfeiture, or the refund of any duties, in case the amount involved is not less than one thousand dollars, the applicant shall notify the district attorney and the collector of customs of the district in which the duties, fine, penalty, or forfeiture accrued; and it shall be the duty of such collector and district attorney to furnish to the Secretary of the Treasury all practicable information necessary to enable him to protect the interests of the United States. Sec. 20.

**168. *Limitation of time.***

Whenever any goods, wares, and merchandise shall have been entered and passed free of duty, and whenever duties upon any imported goods, wares, and merchandise shall have been liquidated and paid, and such goods, wares, and merchandise shall have been delivered to the owner, importer, agent, or consignee, such entry and passage free of duty and such settlement of duties shall, after the expiration of one year from the time of entry, in the absence of fraud and in the absence of protest by the owner, importer, agent, or consignee, be final and conclusive upon all parties. June 22, 1874.  
Sec. 21.

No suit or action to recover any pecuniary penalty or forfeiture of property accruing under the customs revenue laws of the United States shall be instituted unless such suit or action shall be commenced within three years after the time when such penalty or forfeiture shall have accrued: Sec. 22.

*Provided,* That the time of the absence from the United States of the person subject to such penalty or forfeiture, or of any concealment or absence of the property, shall not be reckoned within this period of limitation.

**169. *Bonded warehouses.***

The Secretary of the Treasury shall, from time to time, make such regulations as he may deem necessary for the conduct and management of the bonded warehouses, general-order stores, and other depositories of the imported merchandise throughout the United States; all regulations or orders issued by collectors of customs in regard thereto shall be subject to revision, alteration, or revocation by him; and no warehouse shall be bonded and no general-order store established without his authority and approval. And it shall be the duty of the Secretary of the Treasury, in granting permits to establish general-order warehouses, to require such warehouse or warehouses to be located contiguous, or as near as may be, to the landing places of steamers and vessels from foreign ports; and no officer of the customs shall have any personal ownership of, or interest in, any bonded warehouse or general-order store. June 22, 1874.  
Sec. 24.

Public cartage of merchandise in the custody of the Government shall be let after not less than thirty days' notice of such letting to lowest responsible bidder giving sufficient security, and shall be subject to regulations approved by the Secretary of the Treasury. Sec. 25.



170. *Oaths of masters and owners.*

R. S., 3094.

Nothing contained in this Title [R. S., 2517–3094] shall be construed to exempt the masters or owners of vessels from making and subscribing any oaths required by any laws of the United States not immediately relating to the collection of the duties on the importation of merchandise into the United States.



## PART XIII.—ENTRY OF MERCHANDISE.

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### 171. *Definitions.*

The word "merchandise," as used in this Title [R. S., 2517-3129], may include goods, wares, and chattels of every description capable of being imported. R. S., 2766.

The word "port," as used in this Title [R. S., 2517-3129], may include any place from which merchandise can be shipped for importation, or at which merchandise can be imported. R. S., 2767.

The word "master," as used in this Title [R. S., 2517-3129], may include any person having the chief charge or command of the employment and navigation of a vessel. R. S., 2768.

In cases where the forms of official documents, as prescribed by this Title [R. S., 2517-3129], shall be substantially complied with and observed, according to the true intent thereof, no penalty or forfeiture shall be incurred by a deviation therefrom. R. S., 2769.



**172. Ports of entry.**

R. S., 2770.

It shall not be lawful to make entry of any vessel which shall arrive within the United States, from any foreign port, or of the cargo on board such vessel, elsewhere than at one of the ports of entry designated in chapter one [R. S., 2517–2612] of this Title [R. S., 2517–3129]; nor to unlade the cargo, or any part thereof, elsewhere than at one of the ports of delivery therein designated, except that every port of entry shall be also a port of delivery. This section shall not prevent the master or commander of any vessel from making entry with the collector of any district in which such vessel may be owned, or from which she may have sailed on the voyage from which she shall then have returned.

[For list of ports of entry and delivery see contents.]

R. S., 2771.

Vessels which are not vessels of the United States shall be admitted to unlade only at ports of entry established by law; and no such vessel shall be admitted to make entry in any other district than in the one in which she shall be admitted to unlade.

**173. Vessels bound to port of delivery.**

R. S., 2772.

The master of every vessel bound to a port of delivery only, in any district, shall first come to at the port of entry of such district, with his vessel, and there make report and entry in writing, and pay all duties required by law, port fees and charges, before such vessel shall proceed to her port of delivery. Any master of a vessel who shall proceed to a port of delivery contrary to such directions shall be liable to a penalty of five hundred dollars, to be recovered with costs of suit.

**174. Report and declaration of master.**

R. S., 2774.

Within twenty-four hours after the arrival of any vessel, from any foreign port, at any port of the United States established by law, at which an officer of the customs resides, or within any harbor, inlet, or creek thereof, if the hours of business at the office of the chief officer of the customs at such port will permit, or as soon thereafter as such hours will permit, the master shall repair to such office, and make report to the chief officer, of the arrival of the vessel; and he shall, within forty-eight hours after such arrival, make a further report in writing, to the collector of the district, which report shall be in the form, and shall contain all the particulars required to be inserted in, and verified like, a manifest. Every master who shall neglect or omit to make either of such reports and declarations, or to verify any such declaration as required, or shall not fully comply with the true intent and meaning of this section, shall, for each offense, be liable to a penalty of one thousand dollars.

R. S., 2775.

The master of any vessel having on board distilled spirits, or wines, shall, within forty-eight hours after his arrival, whether the same be at the first port of arrival of such vessel or not, in addition to the requirements of the pre-



ceding section, report in writing to the surveyor or officer acting as inspector of the revenue of the port at which he has arrived, the foreign port from which he last sailed, the name of his vessel, his own name, the tonnage and denomination of such vessel, and to what nation belonging, together with the quantity and kinds of spirits and wines, on board of the vessel, particularizing the number of casks, vessels, cases, or other packages containing the same, with their marks and numbers, as also the quantity and kinds of spirits and wines, on board such vessel as sea-stores, and in default thereof he shall be liable to a penalty of five hundred dollars and any spirits omitted to be reported shall be forfeited.

If any vessel, having arrived within the limits of any collection-district, from any foreign port, departs, or attempts to depart from the same, unless to proceed on her way to some more interior district to which she may be bound; before report or entry shall have been made by the master with the collector of some district, the master shall be liable to a penalty of four hundred dollars; and any collector, naval officer, surveyor, or commander of any revenue-cutter may cause such vessel to be arrested and brought back to the most convenient port of the United States. If, however, it is made to appear by the oath of the master, and of the person next in command, or by other sufficient proof to the satisfaction of the collector of the district within which such vessel shall afterward come, or to the satisfaction of the court in which the prosecution for such penalty may be had, that the departure or attempt to depart was occasioned by stress of weather, pursuit or duress of enemies, or other necessity, the penalty imposed by this section shall not be incurred.

R. S., 2773.

**175. *Special manifest for Treasury Department.***

On and after July first, eighteen hundred and ninety-five, each master of a vessel arriving in the United States from a foreign port except vessels carrying traffic in bond on transfer ferries shall, immediately upon landing and before entering his vessel at the custom-house, mail to the Auditor for the Treasury Department, Washington, a true copy of the manifest of his vessel, and shall on entering his vessel make affidavit that he has mailed such copy and that the same is true and correct; and he shall also mail to the said Auditor a true copy of the corrected manifest filed on any post entry of his vessel. Any master who neglects or refuses to mail to the Auditor the required copy of the original or corrected manifest shall be subject to the same fines and penalties fixed by law for his failure to deliver the manifest of his vessel to the collector: *Provided*, That this section shall not apply to ports where there is a naval officer.

Mar. 2, 1895.  
Sec. 9.

**176. *Cargo in bulk.***

Vessels arriving at a port of entry in the United States, laden with coal, salt, railroad iron and other like articles in bulk may proceed to places within that collection district

R. S., 2776.  
June 26, 1884.  
Sec. 29.



to be specially designated by the Secretary of the Treasury by general regulations or otherwise, under the superintendence of customs officers, at the expense of the parties interested, for the purpose of unlading cargoes of the character before mentioned.

**177. *Bond of cargo for re-export.***

R. S., 2776.

Any vessel may proceed with any merchandise brought in her, and, in the manifest delivered to the collector of the customs, reported as destined for any foreign port, from the district within which such vessel shall first arrive to such foreign port without paying or securing the payment of any duties upon such merchandise as shall be actually re-exported in the vessel. But the manifest so declaring to re-export such merchandise shall be delivered to such collector within forty-eight hours after the arrival of the vessel. And the master of such vessel shall give bond as required by the next section.

R. S., 2777.

The master of any vessel so destined for a foreign port shall give bond, with one or more sureties, in a sum equal to the amount of the duties upon the merchandise, as the same shall be estimated by the collector and naval officer of the port where the report shall be made, to the satisfaction of the collector, with condition that the merchandise, or any part thereof, shall not be landed within the United States, unless due entry thereof shall have been first made and the duties thereupon paid, according to law. Such bond shall be taken for the same period, and canceled in like manner, as a bond given for obtaining drawback of duties. No such bond shall be required in respect to merchandise on board of any vessel which has put into the United States from a necessity, shown as prescribed in section twenty-seven hundred and seventy-three.

R. S., 2778.

The collector receiving any bond conditioned for the payment of duties upon merchandise reported as destined for a foreign port, in case the same shall be landed within the United States, or any other bonds taken upon the exportation of merchandise entitled to drawback, shall immediately after the time when by the conditions of the same they ought to be canceled, put the same in suit, provided the proof of the occurrence of such a necessity as excuses a landing of such goods within the United States has not been produced, or further time granted therefor by the Secretary of the Treasury.

**178. *Inspection of merchandise laden for export.***

R. S., 3035.

The collector shall direct the surveyor, where any, to inspect, or cause to be inspected, the merchandise notified for exportation, and if it is found to correspond fully with the notice and proof concerning the same, the collector, together with the naval officer, if any, shall grant a permit for lading the same on board of the vessel named in such notice and entry. Such lading shall be performed under the superintendence of the officer by whom the same has



been so inspected; and the exporter shall make oath that the merchandise, so noticed for exportation, and laden on board such vessel, previous to the clearance thereof, or within ten days after such clearance, is truly intended to be exported to the place whereof notice has been given, and is not intended to be relanded within the United States; otherwise the merchandise shall not be entitled to the benefit of drawback.

**179.** *Transfer of imported merchandise for export.*

All merchandise imported into the United States, the duties on which have been paid, or secured to be paid, may be transported by land, or partly by land and partly by water, or coastwise, from the district into which it was imported to any port of entry and exported from such port of entry with the benefit of drawback.

R. S., 3036.

**180.** *Delivery of cargo in various districts.*

Any vessel in which any merchandise is brought into the United States from any foreign port, and which is specified in the manifest verified before the collector of the port in which such vessel first arrives, to be destined for other districts, may proceed with the same from district to district within the United States, in order to the landing or delivery thereof; and the duties on such of the merchandise only as shall be landed in any district shall be paid within such district.

R. S., 2779.

Before any vessel departs from the district in which she shall first arrive for another district, provided such departure is not within forty-eight hours after her arrival within such district, with merchandise brought in such vessel from a foreign port on which the duties have not been paid, the master shall obtain from the collector of the district from which she is about to depart, who is hereby required to grant the same, a copy of the report and manifest made by such master, certified by the collector, to which copy shall be annexed a certificate of the quantity and particulars of the merchandise which appears to him to have been landed within his district, or of the quantity and particulars of the merchandise which remains on board and upon which the duties are to be paid in some other district.

R. S., 2780.

Within twenty-four hours after the arrival of such vessel within any other district, the master shall make report or entry to or with the collector of such other district, producing and showing the certified copy of his first report, together with a certificate from each collector of any other district within which any of the merchandise, brought in such vessel, has been landed, of the quantity and particulars of such merchandise as has been landed in each district respectively.

R. S., 2781.

The master shall, however, first give bond, with one or more sureties, to the satisfaction of the collector of the district within which the vessel first arrives, in a sum equal to the amount of the duties on the residue of the merchandise,

R. S., 2782.



according to such estimate as the collector shall form thereof, with condition that the residue of such merchandise shall be duly entered and delivered in another district for which the same has been reported to be destined.

R. S., 2783.

The bond shall be canceled or discharged within six calendar months from the date thereof, by the production of certificates from the collectors of the districts for which the merchandise has been reported, showing the due entry and delivery of the merchandise in such districts, or upon due proof to the satisfaction of the collector by whom the bond was taken, and to the naval officer of the port, if any, that such entry and delivery were prevented by some unavoidable accident or casualty, and if the whole or any part of the merchandise has not been lost, that it has been duly entered and delivered within the United States.

R. S., 2784.

If the master of any such vessel fails by his neglect or fault to obtain the copy of his report from the collector of the district from which he is about to depart, or any certificate which he ought to obtain, or neglects to exhibit the same to the collector of any other district to which the vessel afterward proceeds, within the time for that purpose allowed, he shall be liable to a penalty, for every such neglect or omission, of five hundred dollars.

**181. *Owner's or consignee's entry of merchandise.***

R. S., 2785.

The owner or consignee of any merchandise on board of any such vessel, or, in case of his absence or sickness, his known agent or factor in his name, shall, within fifteen days after the report of the master to the collector of the district for which such merchandise shall be destined, make entry thereof in writing with the collector, and shall in such entry specify the name of the vessel and of her master, in which, and the port or place from which such merchandise was imported, the particular marks, numbers, denomination, and prime cost, including charges of each particular package or parcel whereof the entry shall consist, or, if in bulk, the quantity, quality, and prime cost, including charges thereof, particularly specifying the species of money in which the invoices thereof are made out. Such entry shall be subscribed by the person making it, if the owner or consignee, in his own name, or, if another person, in his name as agent or factor, for the owner or consignee. The person making such entry shall also produce to the collector and naval officer, if any, the original invoices of the merchandise, or other documents received in lieu thereof, or concerning the same, in the same state in which they were received, with the bills of lading for the same; which invoices shall be signed by the persons in the offices of the collector and naval officer who have compared and examined them.

R. S., 2786.

The entries to be made by any importer, consignee, or agent, under the preceding section, shall be verified by the oath of the person making the same.

R. S., 2787.

Whenever any entry is made with the collector of any district, of merchandise imported into the United States



subject to duty, by any agent, factor, or person, other than the person to whom it belongs, or to whom it is ultimately consigned, the collector shall take a bond with surety from such agent, factor, or person, in the penal sum of one thousand dollars, with condition that the actual owner or consignee of such merchandise shall deliver to the collector a full and correct account of the merchandise imported by him, or for him on his own account, or consigned to his care, in the same manner and form as required in respect to an entry previous to the landing of merchandise; which account shall be verified by a like oath, as in the case of an entry, to be taken and subscribed before any judge of the United States, or the judge of any court of record of a State, or before any collector of the customs. In case of the payment of the duties at the time of entry, by any factor or agent, on the merchandise entered by him, the condition of the bond shall be to produce the account of the proper owner, or consignee, verified in manner as before directed, within ninety days from the date of such bond.

Where the particulars of any merchandise are unknown, in lieu of the entry prescribed by section twenty-seven hundred and eighty-five, an entry thereof shall be made and received according to the circumstances of the case; the party making the same declaring upon oath all that he knows or believes concerning the quality and particulars of the merchandise, and that he has no other knowledge or information concerning the same.

R. S., 2788.

Whenever an entry of merchandise is imperfect, for want of invoices, bills of lading, or for any other cause, the collector shall take the merchandise into his custody, until the quantity, quality, or value thereof, as the case may require, can be ascertained.

R. S., 2789.

#### 182. *Vessels exempt from entry.*

It shall not be necessary for the master of any vessel of war, or of any vessel employed by any prince, or state, as a public packet for the conveyance of letters and dispatches, and not permitted by the laws of such prince or state to be employed in the transportation of merchandise, in the way of trade, to make report and entry.

R. S., 2791.

Vessels used exclusively as ferry-boats carrying passengers, baggage, and merchandise, shall not be required to enter and clear, nor shall the masters of such vessels be required to present manifests, or to pay entrance or clearance fees, or fees for receiving or certifying manifests, but they shall, upon arrival in the United States, be required to report such baggage and merchandise to the proper officer of the customs according to law.

R. S., 2792.

#### 183. *Vessels exempt from certain charges.*

Enrolled or licensed vessels engaged in the foreign and coasting trade on the northern, northeastern and northwestern frontiers of the United States, departing from or

R. S., 2793.



arriving at a port in one district to or from a port in another district, and also touching at intermediate foreign ports, shall not thereby become liable to the payment of entry and clearance fees, or tonnage tax, as if from or to foreign ports; but such vessels shall, notwithstanding, be required to enter and clear.

**184. *Entry of wines and distilled spirits.***

R. S., 2794.

Every importer of distilled spirits or wines, or person to whom distilled spirits or wines are consigned, shall make a separate and additional entry thereof, specifying the name of the vessel, and her master, in which, and the place from which, such spirits or wines were imported, together with the quantity and quality thereof, and a particular detail of the casks or receptacles containing the same, with their marks and numbers; such entry shall be subscribed by the person making the same, for himself, or in behalf of the person to whom such entry is made, and shall be certified by the collector, before whom it is made, as a true copy, and conformable to the general entry before directed, in respect to all distilled spirits and wines therein contained; such entry thus certified shall be transmitted to the surveyor or officer acting as inspector of the revenue for the port where it is intended to commence the delivery of such spirits or wines.

**185. *Sea-stores.***

R. S., 2795.

In order to ascertain what articles ought to be exempt from duty as the sea-stores of a vessel, the master shall particularly specify the articles, in the report or manifest to be by him made, designating them as the sea-stores of such vessel; and in the oath to be taken by such master, on making such report, he shall declare that the articles so specified as sea-stores are truly such, and are not intended by way of merchandise or for sale; whereupon the articles shall be free from duty.

R. S., 2796.

Whenever it appears to the collector to whom a report and manifest of sea stores are delivered, together with the naval officer, where there is one, or alone, where there is no naval officer, that the quantities of the articles, or any part thereof, reported as sea-stores, are excessive, the collector, jointly with the naval officer, or alone, as the case may be, may in his discretion estimate the amount of the duty on such excess; which shall be forthwith paid by the master, to the collector, on pain of forfeiting the value of such excess.

R. S., 2797.

If any other or greater quantity of articles are found on board such vessel as sea-stores than are specified in an entry of sea-stores, or if any of the articles are landed without a permit first obtained from the collector, and naval officer if any, for that purpose, all such articles as are not included in the report or manifest by the master, and all which are landed without a permit, shall be forfeited, and may be seized; and the master shall moreover be liable to a penalty of treble the value of the articles omitted or landed.



**186. Coal.**

The master of any vessel propelled by steam, arriving at any port in the United States, may retain all the coal such vessel may have on board at the time of her arrival, and may proceed with such coal to a foreign port, without being required to land the same in the United States, or to pay any duty thereon. R. S., 2798.

**187. Baggage of passengers.**

Any baggage or personal effects arriving in the United States in transit to any foreign country may be delivered by the parties having it in charge to the collector of the proper district, to be by him retained, without the payment or exaction of any import duty, or to be forwarded by such collector to the collector of the port of departure and to be delivered to such parties on their departure for their foreign destination, under such rules and regulations as the Secretary of the Treasury may prescribe. June 10, 1890.  
Sec. 20.

**188. Baggage and tools of trade.**

In order to ascertain what articles ought to be exempted as the wearing apparel, and other personal baggage, and the tools or implements of a mechanical trade only, of persons who arrive in the United States, due entry thereof, as of other merchandise, but separate and distinct from that of any other merchandise, imported from a foreign port, shall be made with the collector of the district in which the articles are intended to be landed by the owner thereof, or his agent, expressing the persons by whom or for whom such entry is made, and particularizing the several packages, and their contents, with their marks and numbers; and the person who shall make the entry shall take and subscribe an oath before the collector, declaring that the entry subscribed by him and to which the oath is annexed contains, to the best of his knowledge and belief, a just and true account of the contents of the several packages mentioned in the entry, specifying the name of the vessel, of her master, and of the port from which she has arrived; and that such packages contain no merchandise whatever other than wearing apparel, personal baggage, or, as the case may be, tools of trade, specifying it; that they are all the property of a person named who has arrived, or is shortly expected to arrive in the United States, and are not directly or indirectly imported for any other, or intended for sale. R. S., 2799.

Whenever the person making entry of any articles as wearing apparel, personal baggage, tools, or implements, is not the owner of them, he shall give bond with one or more sureties, to the satisfaction of the collector, in a sum equal to the duties on like articles imported subject to duty, upon the condition that the owner of the articles shall, within one year, personally make an oath such as is prescribed in the preceding section. R. S., 2800.

On compliance with the two preceding sections, and not otherwise, a permit shall be granted for landing such R. S., 2801.



articles. But whenever the collector and the naval officer, if any, think proper, they may direct the baggage of any person arriving within the United States to be examined by the surveyor of the port, or by an inspector of the customs, who shall make a return of the same; and if any articles are contained therein which in their opinion ought not to be exempted from duty, due entry of them shall be made and the duties thereon paid.

R. S., 2802.

Whenever any article subject to duty is found in the baggage of any person arriving within the United States, which was not, at the time of making entry for such baggage, mentioned to the collector before whom such entry was made, by the person making entry, such article shall be forfeited, and the person in whose baggage it is found shall be liable to a penalty of treble the value of such article.

R. S., 2803.

Any baggage or personal effects arriving in the United States, in transit to any foreign country, may be delivered by the parties having it in charge to the collector of the proper district, to be by him retained without the payment or exaction of any import duty, and to be delivered to such parties on their departure for their foreign destination, under such rules, regulations, and fees as the Secretary of the Treasury may prescribe.

**189. *Marks, brands, and trade-marks.***

Aug. 28, 1894.  
Sec. 5.

All articles of foreign manufacture, such as are usually or ordinarily marked, stamped, branded, or labeled, and all packages containing such or other imported articles, shall, respectively, be plainly marked, stamped, branded, or labeled in legible English words, so as to indicate the country of their origin and the quantity of their contents; and until so marked, stamped, branded, or labeled they shall not be delivered to the importer: should any article of imported merchandise be marked, stamped, branded, or labeled so as to indicate a quantity, number, or measurement in excess of the quantity, number, or measurement actually contained in such article, no delivery of the same shall be made to the importer until the mark, stamp, brand, or label, as the case may be, shall be changed so as to conform to the facts of the case.

Aug. 28, 1894.  
Sec. 6.

No article of imported merchandise which shall copy or simulate the name or trade-mark of any domestic manufacture or manufacturer shall be admitted to entry at any custom-house of the United States. And in order to aid the officers of the customs in enforcing this prohibition any domestic manufacturer who has adopted trade-marks may require his name and residence and a description of his trade-marks to be recorded in books which shall be kept for that purpose in the Department of the Treasury under such regulations as the Secretary of the Treasury shall prescribe, and may furnish to the Department facsimiles of such trade-marks; and thereupon the Secretary of the Treasury shall cause one or more copies of the same to be transmitted to each collector or other proper officer of the customs.



190. *Cigars.*

No cigars shall be imported unless the same are packed in boxes of not more than five hundred cigars in each box; and no entry of any imported cigars shall be allowed of less quantity than three thousand in a single package; and all cigars on importation shall be placed in public store or bonded warehouse, and shall not be removed therefrom until the same shall have been inspected and a stamp affixed to each box indicating such inspection, and also a serial number to be recorded in the custom-house. And the Secretary of the Treasury is hereby authorized to provide the requisite stamps, and to make all necessary regulations for carrying the above provisions of law into effect.

R. S., 2804.

Aug. 28, 1894.  
Sec. 26.191. *Oaths.*

All oaths to be taken upon making of any of the reports or entries, or respecting any of the acts mentioned in this chapter [R. S. 2766-2866], whether by a master of any vessel, or the owner or consignee of any merchandise, his factor or agent, or by any other person, shall be administered by the collector, or officer to or with whom the report or entry is made, and shall be reduced to writing, and subscribed by the person taking and by the person administering the oath.

R. S., 2805.

And such clerks and inspectors of customs as the Secretary of the Treasury may designate for the purpose shall be authorized to administer oaths, such as deputy collectors of customs are now authorized to administer, and no compensation shall be paid or charge made therefor.

Sept. 30, 1890.

192. *Manifests.*

No merchandise shall be brought into the United States, from any foreign port, in any vessel unless the master has on board manifests in writing of the cargo, signed by such master.

R. S., 2806.

Every manifest required by the preceding section shall contain:

R. S., 2807.

First. The name of the ports where the merchandise in such manifest mentioned were taken on board, and the ports within the United States for which the same are destined; particularly noting the merchandise destined for each port respectively.

*Provided, however,* That the master of a vessel laden exclusively either with sugar, coal, salt, hides, dye-woods, wool, or jute butts, consigned to one consignee, arriving at a port for orders, may be permitted to destine such cargo or determine its disposition "for orders," upon entering the vessel at the custom-house, and, within fifteen days afterward and before the unloading of any part of the cargo, to amend the manifest by designating the actual port of discharge of such cargo:

June 3, 1892.

*Provided further,* That in the event of failure to designate the port of discharge within fifteen days such cargo must be discharged at the port where the vessel entered.



R. S., 2807.

Second. The name, description, and build of the vessel; the true admeasurement or tonnage thereof; the port to which such vessel belongs; the name of each owner, according to the register of the same; and the name of the master of such vessel.

Third. A just and particular account of all the merchandise, so laden on board, whether in packages or stowed loose, of any kind or nature whatever, together with the marks and numbers as marked on each package, and the number or quantity and description of the packages in words at length, whether leaguer, pipe, butt, puncheon, hogshead, barrel, keg, case, bale, pack, truss, chest, box, band-box, bundle, parcel, cask, or package, of any kind or sort, describing the same by its usual name or denomination.

Fourth. The names of the persons to whom such packages are respectively consigned, agreeably to the bills of lading signed for the same, unless when the goods are consigned to order, when it shall be so expressed in the manifest.

Fifth. The names of the several passengers on board the vessel, distinguishing whether cabin or steerage passengers, or both, with their baggage, specifying the number and description of packages belonging to each respectively.

Sixth. An account of the sea-stores remaining, if any.

R. S., 2808.

If merchandise shall be imported, destined to be delivered in different districts or ports, the quantities and packages so destined to be delivered shall be inserted in successive order in the manifest; and all spirits and wines constituting the whole or any part of the cargo of any vessel shall also be inserted in successive order, distinguishing the ports to which the same may be destined, and the kinds, qualities, and quantities thereof.

R. S., 2809.

If any merchandise is brought into the United States in any vessel whatever from any foreign port without having such a manifest on board, or which shall not be included or described in the manifest, or shall not agree therewith, the master shall be liable to a penalty equal to the value of such merchandise not included in such manifest; and all such merchandise not included in the manifest belonging or consigned to the master, mate, officers, or crew of such vessel, shall be forfeited.

R. S., 2810.

Whenever it is made to appear to the satisfaction of the collector, naval officer, and surveyor, or to the major part of them, where those officers are established at any port, or to the satisfaction of the collector alone, where either of the other *of the* officers is not established, or to the satisfaction of the court in which a trial shall be had concerning such forfeiture, that no part of the cargo of any vessel without proper manifests was unshipped, after it was taken on board, except such as shall have been particularly specified and accounted for in the report of the master, and that the manifests have been lost or mislaid, without fraud or collusion, or were defaced by accident, or became incorrect by mistake, no forfeiture or penalty shall be incurred under the preceding section.



**193.** *Inspection of manifests by boarding officer.*

Every master of any vessel laden with merchandise, and bound to any port in the United States shall, on his arrival within four leagues of the coast thereof, or within any of the bays, harbors, ports, rivers, creeks, or inlets thereof, upon demand, produce the manifests in writing, which such master is required to have on board his vessel, to such officer of the customs as first comes on board his vessel, for inspection, and shall deliver to such officer true copies thereof, which copies shall be provided and subscribed by the master, and the officer to whom the original manifests have been produced shall certify upon the back thereof that the same were produced, and the day and year on which the same were so produced, and that such copies were to him delivered and by him examined with the original manifest; and shall likewise certify upon the back of such copies the day and year on which the same were delivered, and shall forthwith transmit such copies to the respective collectors of the several districts, to which the goods by such manifests appear respectively to be consigned.

R. S., 2811.

The master of any such vessel shall in like manner produce to the officer of the customs who first comes on board such vessel, upon her arrival within the limits of any collection-district in which the cargo, or any part thereof, is intended to be discharged or landed, for his inspection, such manifest; and shall also deliver to him true copies thereof, such copies also to be provided and subscribed by the master, the production of which manifests and the delivery of which copies shall also be certified by the officer of the customs, upon the back of the original manifests, with the particular day and year when such manifests were produced to such officer, and when he so received the copies thereof; and such officer is required forthwith to transmit the copies of the manifest to the collector of the district; and the master shall afterward deliver the original manifests so certified to the collector. When any manifest shall be produced, upon which there shall be no certificate from any officer of the customs as before mentioned, the master producing the same shall be required to make oath that no officer has applied for, and that no indorsement has taken place on, any manifest of the cargo of such vessel.

R. S., 2812.

The master of any such vessel shall not be required to make delivery of more than one copy of each manifest to the officer who shall first come on board of such vessel, within four leagues of the coast of the United States, and one other copy to such officer as shall first come on board within the limits of any collection-district, for which the cargo of such vessel, or some part thereof, is destined, nor to make delivery of any such copy to any other officer; but it shall be sufficient, in respect to any such other officer, to exhibit to him the original manifests and the certificates thereupon.

R. S., 2813.



R. S., 2814.

If the master of any vessel laden with merchandise, and bound to any port in the United States, fails upon his arrival within four leagues of the coast thereof, or within the limits of any collection-district, where the cargo of such vessel, or any part thereof, is intended to be discharged, to produce such manifests as are heretofore required, in writing, to the proper officer upon demand therefor, or to deliver such copies thereof, according to the directions of the preceding sections, or if he fails to give an account of the true destination of the vessel, which he is hereby required to do, upon request of such officer, or gives a false account of such destination, in order to evade the production of the manifests, the master shall for every such neglect, refusal, or offense, be liable to a penalty of not more than five hundred dollars. If any officer first coming on board, in each case, shall neglect or refuse to certify on the back of such manifests the production thereof, and the delivery of such copies respectively as are directed to be delivered to such officer, such officer shall be liable to a penalty of five hundred dollars.

R. S., 2815

The officers who may apply to the master of any such vessel, respecting any of the provisions in the preceding sections, and who shall not receive full satisfaction therein, are hereby required to make a return in writing of the name of the vessel and master so offending, in any or all of the particulars required, as soon as possible, to the collector of the district to which such vessel shall be considered to be bound.

**194. *Entry of merchandise at special ports.***

R. S., 2816.

When any merchandise is intended to be imported from any foreign country into the port of Albany, upon the Hudson River, in New York, such merchandise may be entered at any port of entry and thereafter transported to Albany, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive.

R. S., 2817.

When any merchandise is intended to be imported from any foreign country into the port of Augusta, upon the Savannah River, in Georgia, such merchandise may be entered at the port of Savannah and thereafter transported, either by the river or by railroad, to Augusta, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive.

R. S., 2818.

When any merchandise is intended to be imported from any foreign country into the port of Pilatka, upon the Saint John's River, in Florida, such merchandise may be entered at Saint John's, and thereafter transported to Pilatka upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive.

R. S., 2819.

When any merchandise is intended to be imported from any foreign country to the port of Bayport, in Florida, such merchandise may be entered at *Saint Mark's* [Cedar Keys], and thereafter transported to Bayport, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive.



When any merchandise is intended to be imported from any foreign country into the port of Selma, upon the Alabama River, in Alabama, such merchandise may be entered at Mobile, and thereafter transported to Selma, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive. R. S., 2820.

When any merchandise is intended to be imported from any foreign country into the port of Houston, upon *Trinity River* [Buffalo Bayou], in Texas, such merchandise may be entered at the port of Galveston and thereafter transported to Houston, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive. R. S., 2821.

When any merchandise is intended to be imported from any foreign country into either of the following ports of delivery, being ports upon the Mississippi River and its tributaries, namely, Pittsburg, in Pennsylvania; Wheeling, in West Virginia; Cincinnati, in Ohio; Louisville, in Kentucky; Saint Louis, in Missouri; Nashville, in Tennessee; and *Natchez, in Mississippi*, such merchandise may be entered at the port of New Orleans, or at either of such ports of entry on the sea-board as may be designated by the Secretary of the Treasury, and thereafter transported to the port of delivery for which the same is intended, by such inland routes as the Secretary of the Treasury may designate, under such rules and regulations not inconsistent with law as he may prescribe, in compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive, and subject to the forfeitures and penalties therein mentioned. R. S., 2822.

When any merchandise is intended to be imported from any foreign country into either of the following ports of delivery, namely: Parkersburg, in West Virginia; Paducah, in Kentucky; Saint Joseph and Kansas City, in Missouri; Memphis, in Tennessee, Alton, Galena, Quincy, and Cairo, in Illinois; Evansville, New Albany, Madison, and Jeffersonville, in Indiana; Keokuk, Dubuque, and Burlington, in Iowa; Leavenworth, in Kansas, and Omaha, in Nebraska, such merchandise may be entered at the port of New Orleans, and thereafter transported to the port of delivery for which the same is intended, in compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive, and subject to the forfeitures and penalties therein mentioned. R. S., 2823.

When any merchandise is intended to be imported from any foreign country into the port of Vallejo, in California, such merchandise may be entered at the port of San Francisco and thereafter transported to Vallejo, upon compliance with sections twenty-eight hundred and twenty-five to twenty-eight hundred and thirty-one, inclusive; except that the powers and duties assigned by those sections to the surveyors of the ports of delivery, shall, at Vallejo, be exercised and performed by the deputy collector. R. S., 2824.

The importer of any merchandise destined for any of the ports mentioned in the nine preceding sections shall deposit R. S., 2825.



in the custody of the surveyor of such port of delivery a schedule of the goods so intended to be imported, with an estimate of their cost at the place of exportation, whereupon the surveyor shall make an estimate of the amount of duties accruing on the same, and the importer or consignee shall give bond, with sufficient sureties, to be approved by the surveyor, in double the amount of the duties so estimated, conditioned for the payment of the duties on such merchandise, ascertained as hereinafter directed; and the surveyor shall forthwith notify the collector at the port of entry for the collection-district to which such port of delivery is attached, of the same, by forwarding to him a copy of bond and schedule.

R. S., 2829.

The master or conductor of any such vessel or vehicle arriving at either of the ports named in sections twenty-eight hundred and sixteen to twenty-eight hundred and twenty-four, inclusive, on board of which merchandise shall have been shipped at such port of entry, shall, within eighteen hours next after the arrival, and previously to unloading any part of such merchandise, deliver to the surveyor of such port the manifest of the same, certified by the collector, at the port of entry, and shall make oath before the surveyor that there was not, when he departed from the port of entry, any more or other merchandise on board such boat, vessel, or vehicle so imported than is therein mentioned. If the master of such vessel or vehicle shall neglect or refuse to deliver the manifests within the time herein directed, he shall be liable to a penalty of one hundred dollars.

R. S., 2832.

All vessels proceeding to the ports of Natchez or Vicksburg from any foreign port shall stop and report their arrival at the port of New Orleans; and before any such vessel shall proceed on her voyage to Natchez or Vicksburg the collector for the district of New Orleans shall order on board any such vessel a custom-house officer, who shall remain on board such vessel until her arrival at Natchez or Vicksburg. Such custom-house officer shall take possession of and safely keep all the papers belonging to such vessel having relation to the freight or cargo on board, which papers he shall deliver to the collector at Natchez or Vicksburg immediately after his arrival at that port; and any such vessel, which shall depart from New Orleans without such custom-house officer on board, shall be subject to all the pains and penalties provided for by law for a violation of the revenue laws.

R. S., 2833.

The expenses of the custom-house officer who may be put on board any such vessel bound for Natchez or Vicksburg at New Orleans, from the time of his being put on board until his return to New Orleans, shall be paid by the owner of such vessel.

R. S., 2834.

The master of any vessel bound to any district in Connecticut, through or by the way of Sandy Hook, shall, before he passes the port of New York, and immediately after his arrival, deposit with the collector for the district of New York a true manifest of the cargo on board such vessel.



The master of any vessel bound to the district of Burlington, shall, before he passes the port of Philadelphia, and immediately after his arrival, deposit with the collector thereof a like manifest; and the collector shall, after registering the manifest, transmit the same, duly certified to have been so deposited, to the officer with whom the entries are to be made; and the collectors and surveyors, respectively, may, whenever they judge it to be necessary for the security of the revenue, put an inspector of the customs on board any vessel, to accompany the same until her arrival at the first port of entry or delivery, in the district to which such vessel may be destined. If the master of any vessel shall neglect or omit to deposit a manifest as herein prescribed, or shall refuse to receive an inspector of the customs on board, as the case requires, he shall forfeit and pay five hundred dollars, to be recovered with cost of suit, one-half for the use of the officer with whom such manifest ought to have been deposited, and the other half to the use of the collector of the district to which such vessel may be bound. If, however, the manifest shall, in either of the above cases, have been previously delivered to any officer of the customs, pursuant to the provisions hereinafter made in that behalf, the depositing of a manifest shall not be necessary.

Vessels bound up James River, in the State of Virginia, shall not be required to stop in Hampton Roads to deposit a manifest with the collector at Norfolk. But the master of the revenue-cutter stationed at Norfolk shall, under the orders of the Secretary of the Treasury, board all such vessels, and indorse their manifests, and place an officer on board of each vessel bound up James River, having a cargo from a foreign port. If, however, there is no revenue-cutter on that station for the purpose of boarding vessels, or when the state of the weather may be such as to render it impracticable to send an officer on board any vessel bound up James River, having a cargo from a foreign port, the captain shall deposit, with the surveyor at Hampton, a copy of the manifest of the cargo on board such vessel.

R. S., 2835.

The master of any vessel arriving within the districts of Petersburg or Richmond, laden with merchandise, belonging or consigned to persons resident within both the districts, shall make entry of such vessel, in manner already prescribed by law, with the collector of that district wherein the owner or consignee, or the husband or acting manager of such vessel, shall actually reside; and the master shall, at the time of making the entry, deliver a duplicate manifest of the cargo to the collector, whose duty it shall then be to certify the same as a true copy, and to transmit it to the collector of the other district, and the delivery of such merchandise shall be authorized by permits from the collector of each district, respectively, in which the same has been duly entered according to law. No importer, owner, or consignee of merchandise, residing in either district, shall, however, be admitted to make an entry of such merchandise with the collector of the district in which such

R. S., 2836.



importer, owner, or consignee does not reside. All entries, moreover, for merchandise, made by agents, for persons residing in other districts, shall be made with the collector of the district in which such vessel may discharge.

R. S., 2897.

The Secretary of the Treasury, under such rules and regulations as he shall prescribe, may permit salt imported from foreign places to be unladen on the right bank of the river Mississippi opposite the city of New Orleans, at any point on the right bank between the upper and lower corporate limits of the municipalities of the city.

R. S., 2520.

Vessels owned in whole or in part in the towns of Edgecomb and Newcastle in Maine, having entered in due form of law at the port of Wiscasset, and taken on board an officer, shall be permitted to unlade in the parts of those towns which adjoin Sheepscut River.

R. S., 2524.

Merchandise destined for either of the towns of Kittery or Berwick, in Maine, may be, at the option of the master of the vessel, entered and permit for the delivery thereof obtained, either in the district of Portsmouth, in the State of New Hampshire, or in the district of York, in the State of Maine.

R. S., 2537.

All cargoes chargeable with duties intended for delivery at the port of Greenport, in the State of New York, shall be entered and the duties paid at the port of Sag Harbor, before permission shall be granted to discharge the same at Greenport.

R. S., 2540.

All merchandise chargeable with duties intended for delivery at the port of Cold Spring, on the north side of Long Island, in the State of New York, or at the port of Port Jefferson, in that State, shall be entered and the duties paid at the port of New York, before permission shall be granted to discharge the same at Cold Spring or Port Jefferson.

R. S., 2570.

The master of every vessel, bound to a port of delivery only, other than the port of Bayou Saint John, in the district of New Orleans, shall first come to at the port of New Orleans with his vessel, and there make report and entry, in writing, and pay, or secure to be paid, all legal duties, port-fees, and charges, in manner provided by law, before such vessel shall proceed to her port of delivery; and any vessel, bound to the port of Bayou Saint John, may first proceed to that port, and afterward make report and entry at the port of New Orleans, within the time by law limited; and the master of every vessel, arriving from a foreign port, or having goods on board of which the duties have not been paid or secured and bound to any port within the district of New Orleans, other than New Orleans or Bayou Saint John, shall take an inspector on board at New Orleans before proceeding to such port. If any master of a vessel shall proceed to such port of delivery, contrary to the directions of this section, he shall be liable to a penalty of five hundred dollars.

R. S., 2571.

All vessels bound to the port of Bayou Saint John shall, after proceeding thereto, and making report and entry at



the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the town of the Bayou Saint John, or at the basin of the canal of Carondelet, adjoining the city of New Orleans, under the rules and regulations prescribed by law.

All vessels bound to the port of Lakeport shall, after proceeding thereto and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at that port, under the regulations prescribed by law. R. S., 2572.

All vessels bound to the port of Pontchartrain shall, after proceeding thereto, and making report and entry at the port of New Orleans, within the time limited by law, be permitted to unlade their cargoes at the port of Pontchartrain under the regulations prescribed by law. R. S., 2574.

All merchandise transported in bond to the port of Brownsville from any other port of the United States, by Brazos Harbor, may, on arrival in that harbor, be transshipped under such regulations, not inconsistent with law, as the Secretary of the Treasury may prescribe, in other vessels for transportation by the Rio Grande to Brownsville; and all merchandise imported into the district by Brazos Harbor, from any foreign country, may in like manner be transshipped to Brownsville as provided for goods, wares, and merchandise transshipped in bond. R. S., 2581.

Any vessel of five hundred tons, or over, coming from or going to sea, may proceed directly to or from the port of Vallejo, and report through the deputy collector at that port to the collector of customs at San Francisco. R. S., 2584.

Any vessel of one hundred tons or over, coming from or going to sea, may proceed directly to or from *either* the port of Eureka *or the port of Wilmington*, and report through the deputy collector of such port to the collector of customs at San Francisco. R. S., 2585.

The master of every vessel entering the Columbia River from the sea, and bound for Portland, in the district of Willamette, shall exhibit his papers to the collector of the port of Astoria, and deposit with him a sworn copy of the manifest of cargo. If the vessel is laden with domestic merchandise or merchandise in bond for Portland, the collector at Astoria shall permit her to proceed to her place of destination; but if she has dutiable merchandise on board not bonded, he shall cause a customs officer to proceed on board the vessel to Portland, who shall see that no goods are landed from such vessel before her arrival and entry at the latter port. The necessary expenses, including the per diem of such officer and the expense of his return to Astoria, shall be paid by the master of such vessel to the collector of customs at Portland, for the use of the United States, before permit shall be given to unload. R. S., 2588.

When a vessel shall arrive at Astoria, in the district of Oregon, from sea, having merchandise on board for that place and also for Portland, in the district of Willamette, R. S., 2590.



such vessel shall enter at Astoria and discharge such portion of her cargo as is destined for that place, whereupon the collector shall cause her hatches to be closed and sealed, and shall then permit her to proceed to Portland in charge of a customs officer.

R. S., 2967.

Merchandise imported into the port of Louisville, and destined for Jeffersonville, may be landed and warehoused at Jeffersonville, under the custody and control of the surveyor of the port of Louisville.

R. S., 2968.

The Secretary of the Treasury may extend the privileges of the provisions relating to warehouses, and the regulations of the Treasury Department relating thereto, to the port of Albany.

R. S., 4362.

The collector of the district of Philadelphia may grant permits for the transportation of merchandise of foreign growth or manufacture across the State of New Jersey to the district of New York, or across the State of Delaware to any district in the State of Maryland or Virginia; and the collector of the district of New York may grant like permits for transportation across the State of New Jersey; and the collector of any district of Maryland or Virginia may grant like permits for transportation across the State of Delaware to the district of Philadelphia. Every such permit shall express the name of the owner, or person sending the merchandise, and of the person to whom the merchandise is consigned, with the marks, numbers, and description of the packages, whether bale, box, chest, or otherwise, and the kind of goods contained therein, and the date when granted; and the owner, or person sending such goods, shall swear that they were legally imported, and the duties paid. Where the merchandise, to be so transported, shall be of less value than eight hundred dollars, the permit shall not be deemed necessary.

R. S., 4363.

The owner or consignee of all merchandise transported under the provisions of the preceding section and for the transportation whereof a permit is necessary, shall, within twenty-four hours after the arrival thereof at the place to which such merchandise was permitted to be transported, report the same to the collector of the district where it has arrived, and shall deliver up the permit accompanying the same; and if the owner or consignee shall neglect or refuse to make due entry of such merchandise within the time and in the manner directed, all such merchandise shall be subject to forfeiture; and if the permit granted shall not be given up within the time limited for making the report, the person to whom it was granted, neglecting or refusing to deliver it up, shall be liable to a penalty of fifty dollars for every twenty-four hours it shall be withheld afterward.

*195. Clearance at special ports.*

R. S., 2573.

All vessels about to depart from the port of Lakeport to foreign ports shall be permitted to clear with their cargoes



at the custom-house, in the city of New Orleans, and depart under the same rules, regulations, and restrictions, and in every respect in the same manner as vessels clearing for foreign ports from the city of New Orleans by the way of the Mississippi River.

Any vessel owned by or consigned to any person in the collection-district of Richmond, and which shall be loaded, in whole or in part, in the district of Petersburg, by such owner or consignee, may be cleared by the collector of the district of Richmond, on application of the owner, consignee, or captain of such vessel. R. S., 2554.

All vessels about to depart for foreign ports from the town of Bayou Saint John, or basin of the canal de Carondelet, or the port of Pontchartrain, shall be permitted to clear with their cargoes at the custom-house in the city of New Orleans, and depart under the same regulations as vessels clearing for foreign places from the city of New Orleans by the way of the Mississippi River. R. S., 2575.

All vessels clearing from Portland, in the district of Wilamette, and bound to sea, shall, on arrival at Astoria, in the district of Oregon, report to the collector; and the master of every vessel so reporting shall leave a copy of his manifest, including any additional cargo taken on board after leaving Portland, with the collector at Astoria, and thereupon shall be allowed to proceed to sea. The master or other person in charge or command of any vessel entering the Columbia River from the sea, or clearing from Portland and bound to sea as described in this section, who shall neglect to exhibit his papers, or to report to the collector, or to deposit his manifest, as herein required, shall be liable to a penalty of one hundred dollars. R. S., 2589.

The master or person having charge or command of any steamboat on Lake Champlain, when going from the United States into the province of Quebec, may deliver a manifest of the cargo on board, and take a clearance from the collector of the district through which any such boat shall last pass, when leaving the United States, without regard to the place from which any such boat shall have commenced her voyage, or where her cargo shall have been taken on board. R. S., 4208.

*196. Entry of merchandise for different port of destination.*

The importer, or his agent, may enter merchandise at the port of entry for the collection-district into which it is to be imported in the usual manner; and the collector shall grant a permit for the landing thereof, and cause the duties to be ascertained as in other cases, the goods remaining in the custody of the collector until reshipped for the place of destination. The collector shall certify to the surveyor at such place the amount of such duties, which the surveyor shall enter on the margin of the bond given to secure the same; and the merchandise shall be delivered by the collector to the agent of the importer or consignee, duly authorized to receive the same, for shipment to the place of destination. R. S., 2826.



R. S., 2827.

The master or conductor of every vessel or vehicle in which such merchandise shall be transported, shall, previously to departure from the port of entry, deliver to the collector duplicate manifests of such merchandise, specifying the marks and numbers of every case, bag, box, chest, or package, containing the same, with the name and place of residence of every importer or consignee of such merchandise, and the quantity shipped to each, to be by him subscribed, and to the truth of which he shall swear, and that the merchandise has been received on board his vessel or vehicle, stating the name of the agent who shipped the same; and the collector shall certify the facts, on the manifests, one of which he shall return to the master, with a permit thereto annexed, authorizing him to proceed to the place of his destination.

R. S., 2828.

If any vessel or vehicle having such merchandise on board shall depart from the port of entry without having complied with the provisions of the preceding section, the master or conductor thereof shall be liable to a penalty of five hundred dollars.

*197. Comparison of cargo and manifest.*

R. S., 2830.

The surveyor at the port of delivery shall cause the casks, bags, boxes, chests, or packages, to be inspected, and compared with the manifests, and the same being identified he shall grant a permit for unloading the same, or such part thereof as the master or conductor shall request; and when a part only of such merchandise is intended to be landed the surveyor shall make an indorsement on the back of the manifests, designating such part, specifying the articles to be landed, and shall return the manifests to the master or conductor, indorsing thereon his permission to such vessel or vehicle to proceed to the place of its destination.

*198. Collection of duties.*

R. S., 2831.

The collector at such port of entry shall permit no entry to be made of merchandise, where the duty on the same shall exceed the amount of the bond deposited with the surveyor, nor shall the surveyor receive the bond of any person for a sum less than fifty dollars. When the bond has been completed, and the actual amount of duty ascertained and certified on the margin, the surveyor of the port where the bond is taken shall collect said duties and pay the same into the Treasury of the United States.

*199. Permit to deliver.*

R. S., 2869.

The collector jointly with the naval officer, if any, or alone where there is none, shall, according to the best of his or their judgment or information, make a gross estimate of the amount of the duties on the merchandise to which the entry of any owner or consignee, his factor or agent, shall relate, which estimate shall be indorsed upon such entry and signed by the officer making the same. The amount of the estimated duties having been first paid, or



secured to be paid, pursuant to the provisions of this Title, [R. S. 2517-3129] the collector shall, together with the naval officer, where there is one, or alone where there is none, grant a permit to deliver the merchandise, whereof entry has been so made, and then, and not before, it shall be lawful to deliver the merchandise.

June 5, 1894.

All permits shall specify, as particularly as may be, the merchandise to be delivered, namely, the number and description of the packages, whether trunk, bale, chest, box, case, pipe, hogshead, barrel, keg, or any other packages whatever, with the mark and number of each package, and, as far as circumstances will admit, the contents thereof, together with the names of the vessel and master, in which and the place from whence they were imported; and no merchandise shall be delivered by any inspector or other officer of the customs that does not fully agree with the description thereof in such permit.

R. S., 2870.

#### 200. *Unlading.*

The master of any steamship, trading between foreign ports and ports in the United States, and running in a regularly established steamship line, which line shall have been in existence and running steamers in the foreign trade for not less than one year previous to the application of the privilege extended by this Act, arriving in a port of entry may make preliminary entry of the vessel by making oath or affirmation to the truth of the statements contained in his manifest and delivering said manifest to the customs officer, who shall board said vessel, whereupon the unlading of such vessel may proceed upon arrival at the wharf, under such regulations as the Secretary of the Treasury shall prescribe, but nothing in this Act shall relieve the master of any vessel from subsequent compliance with the provisions of existing laws regarding the report and entry of vessels at the custom house. Customs officers acting as boarding officers, and any customs officer who may be designated for that purpose by the collector of the port, are hereby authorized to administer the oath or affirmation herein provided for.

June 5, 1894.

#### 201. *Illegal unlading.*

If after the arrival of any vessel laden with merchandise and bound to the United States, within the limits of any collection-district, or within four leagues of the coast, any part of the cargo of such vessel shall be unladen, for any purpose whatever, before such vessel has come to the proper place for the discharge of her cargo, or some part thereof, and has been there duly authorized by the proper officer of the customs to unlade the same, the master of such vessel and the mate, or other person next in command, shall respectively be liable to a penalty of one thousand dollars for each such offense, and the merchandise so unladen shall be forfeited, except in case of some unavoidable accident, necessity, or distress of weather. In case of such unavoidable accident, necessity, or distress, the

R. S., 2867.



master of such vessel shall give notice to, and, together with two or more of the officers or mariners on board such vessel, of whom the mate or other person next in command shall be one, shall make proof upon oath before the collector, or other chief officer of the customs of the district, within the limits of which such accident, necessity, or distress happened, or before the collector, or other chief officer of the collection-district, within the limits of which such vessel shall first afterward arrive, if the accident, necessity, or distress happened not within the limits of any district, but within four leagues of the coast of the United States. The collector, or other chief officer, is hereby authorized and required to administer such oath.

R. S., 2868.

If any merchandise, so unladen from on board any such vessel, shall be put or received into any other vessel, except in the case of such accident, necessity, or distress, to be so notified and proved, the master of any such vessel into which the merchandise shall be so put and received, and every other person aiding and assisting therein, shall be liable to a penalty of treble the value of the merchandise, and the vessel in which they shall be so put shall be forfeited.

**202.** *Special permit to unlade by night.*

R. S., 2871.

The collector of customs, with the concurrence of the naval officer, where there is one, of any port at which a steamship from a foreign port or place may arrive, upon or after the issuing of a general order, shall grant, upon proper application therefor, a special license to unlade the cargo of said vessel at night, that is to say, between sunset and sunrise, but before any such special license is granted, the master, agent, or consignees of the vessel shall execute and deliver to the collector a good and sufficient bond, to be approved by him, conditioned to indemnify and save the collector harmless from any and all losses and liabilities which may occur or be occasioned by reason of the granting of such special license. And any liability of the master or owner of any such steamship to the owner or consignee of any merchandise landed from her shall not be affected by the granting of such special license or of any general order, but such liability shall continue until the merchandise is properly removed from the dock whereon the same may be landed. The collector, under such general regulations as the Secretary of the Treasury may prescribe, shall fix a uniform and reasonable rate of compensation for like service, to be paid by the master, owner, or consignee, whenever such special license is granted, and shall collect and distribute the same among the inspectors assigned to superintend the unlading of the cargo.

**203.** *Unlading by day.*

R. S., 2872.

Except as authorized by the preceding section, no merchandise brought in any vessel from any foreign port shall be unladen or delivered from such vessel within the United States but in open day—that is to say, between the rising



and the setting of the sun—except by special license from the collector of the port, and naval officer of the same, where there is one, for that purpose, nor at any time without a permit from the collector, and naval officer, if any, for such unloading or delivery.

When the license to unload between the setting and rising of the sun is granted to a sailing vessel under this section, a fixed, uniform, and reasonable compensation may be allowed to the inspector or inspectors for service between the setting and rising of the sun, under such regulations as the Secretary of the Treasury may prescribe, to be received by the collector from the master, owner, or consignee of the vessel, and to be paid by him to the inspector or inspectors.

June 26, 1884.  
Sec. 25.

If any merchandise shall be unladen or delivered from any vessel contrary to the preceding section, the master of such vessel, and every other person who shall knowingly be concerned, or aiding therein, or in removing, storing, or otherwise securing such merchandise, shall each be liable to a penalty of four hundred dollars for each offense, and shall be disabled from holding any office of trust or profit under the United States, for a term not exceeding seven years; and the collector of the district shall advertise the name of such person in a newspaper printed in the State in which he resides, within twenty days after each respective conviction.

R. S., 2873.

All merchandise, so unladen or delivered contrary to the provisions of section twenty-eight hundred and seventy-two, shall become forfeited, and may be seized by any of the officers of the customs; and where the value thereof, according to the highest market price of the same, at the port or district where landed, shall amount to four hundred dollars, the vessel, tackle, apparel, and furniture shall be subject to like forfeiture and seizure.

R. S., 2874.

#### 204. *Supervision of unloading.*

The collector of any district at which any vessel arrives, immediately on her first coming within such district, or the surveyor of any port where such vessel is, may put and keep on board such vessel, while remaining within such district, or in going from one district to another, one or more inspectors to examine the cargo or contents of such vessel, and to superintend the delivery thereof, or of so much thereof as shall be delivered within the United States, and to perform such other duties according to law, as they shall be directed by the collector, or surveyor, to perform for the better securing the collection of the duties. Only collectors shall have power, however, to put inspectors on board vessels to go from one district to another.

R. S., 2875.

The inspector shall make known to the master of such vessel the duties he is to perform; and shall suffer no merchandise to be unladen, or otherwise removed from such vessel, without a permit in writing from the collector of the port, and naval officer thereof, if any. The inspector shall enter in a book, to be by him kept according to such a form

R. S., 2876.



as shall be prescribed or approved by the collector, the name of the person in whose behalf such permits are granted, together with the particulars therein specified, and the marks, numbers, kinds, and description of the respective packages which shall be unladen pursuant thereto, and shall keep a like account in the book of all merchandise which, not having been entered within the time limited by this Title [R. S. 2517-3129], or for some other cause, has been sent to the store or warehouse provided for the reception of such merchandise; such book shall be delivered to the surveyor in the month of January in every year for his inspection, and immediately after such inspection be transmitted by the surveyor, with such observations as he may think necessary thereon, to the collector, to be deposited in his office.

R. S., 2877.

The inspector shall attend to the delivery of the cargo under his care, at all times when the unloading or delivery of merchandise is lawful, particularly from the rising to the setting of the sun on each day, Sundays and the fourth day of July in each year excepted; for which purpose he shall constantly attend and remain on board the vessel, the deliveries from which he is to superintend, or at any other station where his inspection is necessary. The inspector shall not quit such station or place without the leave of the surveyor of the port first obtained, who shall appoint another inspector, if he deems it necessary, to supply the place of such inspector during his absence; and any inspector who shall neglect or in any manner act contrary to the duties hereby enjoined, shall for the first offense be liable to a penalty of the sum of fifty dollars, and for the second offense shall be displaced, and be incapable of holding any station of trust or profit under the revenue laws of the United States, for a term not exceeding seven years.

R. S., 2878.

No inspector shall perform any other duties or service on board any vessel, the superintendence of which is committed to him, for any person whatever, other than what is required by this Title [R. S., 2517-3129], under the penalty of being disabled from acting any longer as an inspector of the customs; the wages or compensation of such inspector as may proceed from one district to another, shall be defrayed by the master of the vessel committed to his care; every inspector or other officer of the revenue, while performing any duty on board any vessel, not in a port of the United States, discharging her cargo, shall be entitled to receive from the master of such vessel such provisions and accommodations as are usually supplied to passengers, or as the state and condition of such vessel will admit, on receiving therefor fifty cents a day; and any master of any vessel who shall refuse such provisions and reasonable accommodations shall be liable to a penalty of one hundred dollars.

R. S., 2879.

If, by reason of the delivery of the cargo in several districts, more than the term allowed by law shall in the whole be spent therein, the wages or compensation of the inspector who may be employed on board of any vessel, in respect to which such term may be so exceeded, shall, for



every day of such excess, be paid by the master or owner; and the inspector shall, previously to the clearance of the vessel, render an exact account to the collector of all such compensation as has been paid, or is due and payable by the master or owner.

The inspector who may be put on board of any vessel shall secure, after sunset in each evening, or previous to his quitting the vessel, the hatches and other communications with the hold of such vessel, or any other part thereof he may judge necessary, with locks or other proper fastenings, which locks or other fastenings shall not be opened, broken, or removed until the morning following, or after the rising of the sun, and in the presence of the inspector by whom the same were affixed, except by special license from the collector of the port, and the naval officer, if any, first obtained. If the locks or other fastenings, or any of them, are broken or removed contrary to this section, or if any merchandise or packages are clandestinely landed, notice thereof shall be immediately given by the inspector to the collector and naval officer, if any, of the port where the vessel may be; and the master of such vessel shall, for each or every such offense, be liable to a penalty of five hundred dollars.

R. S., 3070.

**205. *Limit of time for unloading.***

Whenever any merchandise shall be imported into any port of the United States from any foreign port, in any vessel, at the expiration of eight working days, if the vessel is less than three hundred tons burden, and within twelve working days, if it is of three hundred tons burden and less than eight hundred, and within fifteen days, if it is of eight hundred tons burden and upward, after the time within which the report of the master of any vessel is required to be made to the collector of the district, if there is found any merchandise other than has been reported for some other district, or some foreign port, the collector shall take possession thereof; but with the consent of the owner or consignee of any merchandise, or with the consent of the owner or master of the vessel in which the same may be imported, the merchandise may be taken possession of by the collector after one day's notice to the collector of the district. All merchandise so taken shall be delivered pursuant to the order of the collector of the district, for which a certificate or receipt shall be granted.

R. S., 2880.

The limitation of time for unloading, prescribed by the preceding section, shall not extend to vessels laden exclusively with coal, salt, sugar, hides, dyewoods, wool, or jute butts, consigned to one consignee, arriving at a port for orders; but if the master of any such vessel requires a longer time to discharge her cargo, the wages or compensation of the inspector, for every day's attendance exceeding the number of days allowed by law, shall be paid by the master or owner; and thereupon the collector is hereby authorized and required to allow such longer time, not exceeding fifteen days.

R. S., 2881.  
June 3, 1892.  
Sec. 2.



R. S., 2969.

All merchandise of which the collector shall take possession under the provisions relating to the time for the discharge of a vessel's cargo shall be kept with due and reasonable care at the charge and risk of the owner.

**206.** *Weighing, gauging, and measuring.*

R. S., 2882.

No merchandise, brought in any vessel, from any foreign port or place, requiring to be weighed, gauged, or measured, in order to ascertain the duties thereupon, shall, without the consent of the proper officer, be removed from any wharf, or place, upon which the same may be landed or put, before the same shall have been so weighed, gauged, or measured, and if spirits, wines, or sugars, before the proof or quality and quantity thereof is ascertained and marked thereon, by or under the direction of the proper officer; and if any such merchandise shall be removed from such wharf or place, unless with the consent of the proper officer, obtained before the same has been so weighed, gauged, or measured, and if spirits, wines, or sugars, before the proof or quality and quantity has been so ascertained and marked, the same shall be forfeited, and may be seized by any officer of the customs or inspection.

**207.** *Unlading of wines and spirits.*

R. S., 2883.

Every permit for the unlading of spirits, wines, or any part thereof, shall, previous to such landing or unlading thereof, be produced to the officer of inspection, who shall record or register in proper books the contents thereof, and shall indorse thereupon the word "Inspected," the time when, and his own name; after which he shall return the permit to the person by whom it was produced, and then, and not otherwise, it shall be lawful to land the spirits, or wines, therein specified; and if spirits or wines shall be landed without such indorsement upon the permit granted for that purpose, the master of the vessel from which the same shall have been so landed shall for every such offense be liable to a penalty of five hundred dollars, and the spirits or wines so landed shall be forfeited.

R. S., 2884.

All distilled spirits, and wines, shall be landed under the inspection of the surveyor, or other officer acting as inspector of the revenue for the port, and such of the inspectors of the customs as shall be deputed by him for that purpose, and not otherwise, on pain of forfeiture thereof, for which purpose the officer shall at all reasonable times attend. This shall not, however, be construed to exclude the inspection of any officer of the customs, as now or heretofore practiced.

R. S., 2885.

The officers of inspection of any port where distilled spirits or wines shall be landed, shall, upon the landing thereof, and as soon as the casks, vessels, and cases containing the same shall be inspected, gauged, or measured, brand or otherwise mark in durable characters, the several casks, vessels, and cases containing the same, and the marks shall express the number of casks, vessels, or cases,



whether of spirits or wines, marked by each officer respectively, in each year, in progressive numbers for each of the articles; also the port of importation, the name of the vessel, and the surname of the master; also each kind of spirits or wines, for which different rates of duty are or shall be imposed, the number of gallons in each cask or case, and the rate of proof if spirits; also the name of the surveyor or chief officer of inspection for the port, and the date of importation; of all which particulars the chief officers of inspection shall keep fair and correct accounts, in books to be provided for that purpose.

On the sale of any cask, vessel, or case, which has been or shall be marked as containing distilled spirits or wines, and which has been emptied of its contents, and prior to the delivery thereof to the purchaser, or any removal thereof, the marks and numbers, which shall have been set thereon by or under the direction of any officer of inspection, shall be defaced and obliterated in the presence of some officer of inspection or of the customs, who shall, on due notice being given, attend for that purpose, at which time the certificate which ought to accompany such chest, vessel, or case, shall also be returned and canceled. Every person who shall obliterate, counterfeit, alter, or deface any mark or number placed by an officer of inspection upon any cask, vessel, or case, containing distilled spirits or wines, or any certificate thereof; or who shall sell or in any way alienate or remove any cask, vessel, or case, which has been emptied of its contents, before the marks and numbers, set thereon pursuant to the provisions of the preceding section, shall have been defaced or obliterated, in presence of an officer of inspection; or who shall neglect or refuse to deliver the certificate issued to accompany the cask, chest, vessel, or case, of which the marks and numbers shall have been defaced or obliterated in manner aforesaid, on being thereto required by an officer of inspection or of the customs, shall for every such offense be liable to a penalty of one hundred dollars, with costs of suit. R. S., 2886.

**208. *Post entry.***

If any package whatever which has been so reported is wanting, and not found on board such vessel, or if the merchandise on board such vessel does not otherwise agree with the report or manifest delivered by the master of any such vessel, in every such case the master shall be liable to a penalty of five hundred dollars; except that if it is made to appear to the satisfaction of the collector, naval officer, and surveyor, or to the major part of them where those officers are established at any port, or to the satisfaction of the collector alone where neither of the others is established, or in case of trial for the penalty, to the satisfaction of the court, that no part whatever of merchandise of such vessel has been unshipped, landed, or unladen since it was taken on board, except as specified in the report or manifest, and pursuant to permits, or that the disagreement is by R. S., 2887.



accident or mistake, in such case the penalty shall not be inflicted. But in all such cases the master of any vessel shall be required and shall make a post entry or addition to the report or manifest by him delivered of any and all merchandise omitted to be included and reported in such manifest; and it shall not be lawful to grant a permit to unlade any such merchandise so omitted before such post entry or addition to such report or manifest has been made.

209. *Returns of unlading of cargo.*

R. S., 2888.

When the delivery of merchandise from on board of any vessel is completed, copies of the accounts or entries which have been kept or made thereof, by the officer charged with the deliveries, shall be returned to the collector of the district, and the naval officer, if any, within three days after such delivery has been completed, if at the port where such officer resides, and if at any other port as soon as the nature of the case will admit, not exceeding fifteen days. The accounts or entries to be so returned shall comprise all deliveries made pursuant to permits, and all packages or merchandise sent to the public stores; also each and every package remaining on board of such vessel for the purpose of being exported therein to a foreign port, or to some other district of the United States.

R. S., 2889.

Such returns shall be signed by the inspectors respectively under whose superintendence the deliveries have been made; and, after examination, and on being found correct, shall be countersigned or certified by the surveyor of the port, if any, at the port where the deliveries have been made. The returns shall be transmitted by him to the naval officer, if any; who shall compare the same with the manifests and entries in his possession; and if any difference appears, the particulars thereof shall be noted by indorsement on the returns; and if no difference appears, it shall be so noted by like indorsements. The naval officer shall transmit the returns to the collector of the district; and on being returned to the collector, shall be by him compared with the manifests and entries of the merchandise, which have been made by the owner, consignee, or his factor or agent; and if any difference appears, the same shall be noted by indorsement on such manifests, specifying the particulars thereof; and if no difference appears, it shall be noted by like indorsement, that the delivery corresponds with the entry or entries thereof. The indorsement or memorandum shall, in each case, be subscribed by the officer by whom the comparison was made.

R. S., 2890.

The weighers, gaugers, and measurers, employed in the service of the revenue, shall, within three days after any vessel is discharged, make returns of the articles by them respectively weighed, gauged, or measured out of such vessel. Such returns shall be made by the weighers, gaugers, and measurers, in books to be prepared by them for that purpose, and kept in the custom-houses.



210. *Vessels in distress.*

If any vessel from any foreign port, compelled by distress of weather, or other necessity, shall put into any port of the United States, not being destined for the same, the master, together with the mate or person next in command, may, within twenty-four hours after her arrival, make protest in the usual form upon oath, before a notary public or other person duly authorized, or before the collector of the district where the vessel arrives, setting forth the cause or circumstances of such distress or necessity. Such protest, if not made before the collector, shall be produced to him, and to the naval officer, if any, and a copy thereof lodged with him or them. The master shall also, within forty-eight hours after such arrival, make report in writing to the collector, of the vessel and her cargo, as is directed hereby to be done in other cases. And if it appear to the collector, by the certificate of the wardens of the port, or other officers usually charged with, and accustomed to ascertain the condition of vessels arriving in distress, if any, or by the certificate of two reputable merchants, to be named for that purpose by the collector, if there are no such wardens, or other officers duly qualified, that there is a necessity for unloading the vessel, the collector and naval officer, if any, shall grant a permit for that purpose, and shall appoint an inspector to oversee such unloading, who shall keep an account of the same, to be compared with the report made by the master of the vessel.

R. S., 2891.

All merchandise so unladen from any vessel arriving in distress shall be stored under the direction of the collector, who, upon request of the master of such vessel, or of the owner thereof, shall, together with the naval officer, where there is one, and alone where there is none, grant permission to dispose of such part of the cargo as may be of a perishable nature, if any there be, or as may be necessary to defray the expenses attending such vessel and her cargo. But entry shall be made therefor, and the duties paid.

R. S., 2892.

In case the delivery of the cargo does not agree with the report thereof, made by the master of such vessel so arriving in distress, and if the difference or disagreement is not satisfactorily accounted for in manner prescribed by this Title [R. S., 2517-3129], the master of such vessel shall be liable to such penalties as in other like cases are prescribed.

R. S., 2893.

The merchandise, or the remainder thereof, which shall not be disposed of, may be reladen on board the vessel so arriving in distress, under the inspection of the officer who superintended the landing thereof, or other proper person; and the vessel may proceed with the same to the place of her destination, free from any other charge than for the storing and safe-keeping of the merchandise, and fees to the officers of the customs as in other cases.

R. S., 2894.

Whenever any Spanish vessel shall arrive in distress, in any port of the United States, having been damaged on the coasts or within the limits of the United States, and her cargo shall have been unladen, in conformity with the provisions of the four preceding sections, the cargo, or any

R. S., 2895.



part thereof, may, if the vessel should be condemned as not seaworthy, or be deemed incapable of performing her original voyage, afterward be reladen on board any other vessel under the inspection of the officer who superintended the landing thereof, or other proper person. No duties, charges, or fees whatever, shall be paid on such part of the cargo as may be reladen and carried away, either in the vessel in which it was originally imported, or in any other.

**211.** *Obstruction by ice.*

R. S., 2896.

When a vessel is prevented by ice from getting to the port or place at which her cargo is intended to be delivered, the collector of the district in which such vessel may be obstructed may receive the report and entry of such vessel, and, with the consent of the naval officer, where there is one, grant permits for unlading or landing the merchandise imported in such vessel, at any place within his district, most convenient and proper. The report and entry of such vessel, and her cargo, or any part thereof, and all persons concerned therein, shall be subject to the same regulations and penalties as if the vessel had arrived at the port of her destination, and had there proceeded to the delivery of her cargo.

**212.** *Unlawful removal of bonded merchandise.*

R. S., 2998.

Any person maliciously opening, breaking, or entering by any means whatever, any car, vessel, vehicle, warehouse, or package containing any such merchandise so delivered for transportation, or removing, injuring, breaking, or defacing any lock or seal placed upon such car, vessel, vehicle, warehouse, or package, or aiding, abetting, or encouraging any other person or persons so to remove, break, injure, or deface such locks or seals, or to open, break, or enter such car, vessel, or vehicle, with intent to remove or cause to be removed unlawfully any merchandise therein, or in any manner to injure or defraud the United States; and any person receiving any merchandise unlawfully removed from any such car, vessel, or vehicle, knowing it to have been so unlawfully removed, shall be guilty of felony, and in addition to any penalties heretofore prescribed shall be punishable by imprisonment for not less than six months nor more than two years.

**213.** *Transportation in bond.*

R. S., 3000.

Any merchandise, duly entered for warehousing, may be withdrawn under bond, without payment of the duties, from a bonded warehouse in any collection-district, and be transported to a bonded warehouse in any other collection-district, and rewarehoused thereat; and any such merchandise may be so transported to its destination wholly by land, or wholly by water, or partially by land and partially by water, over such routes as the Secretary of the Treasury may prescribe, and may likewise be conveyed over any foreign territory, the government of which may have, or shall by treaty stipulations grant, a free right of way over such territory.



The Secretary of the Treasury shall prescribe the form of the bond to be given for the transportation of merchandise from a port in one collection-district to a port in another collection-district as provided in the preceding section; also the time for such delivery; and for a failure to transport and deliver within the time limited any such bonded merchandise to the collector at the designated port, a duty of double the amount to which such merchandise would be liable shall be collected, which duty shall be secured by such bond, or the merchandise may be seized and forfeited for such failure, and any steam or other vessel, or vehicle, transporting such bonded merchandise, the master, owner, or conductor of which shall fail to deliver the same to the collector at the designated port, shall be liable to seizure and forfeiture. [And the Secretary of the Treasury is hereby authorized to remit, in whole or in part, on such conditions and under such regulations, not inconsistent with law, as he may prescribe, the additional duty secured by the bond given for the transportation of merchandise from a port in one collection-district to a port in another collection-district prescribed by the preceding section: *Provided*, That it shall be proved to the satisfaction of the Secretary of the Treasury that the failure to transport and deliver the merchandise aforesaid according to the conditions of the bonds occurred without willful negligence or fraudulent intent on the part of the obligors.]

R. S., 3001.

**214. *Transportation to special ports.***

Any imported merchandise in the original packages which shall have been duly entered and bonded, in pursuance of the provisions relating to warehouses, may be withdrawn from warehouse for immediate exportation, without payment of duties, to Chihuahua, in Mexico, by the route of the Arkansas River, through Van Buren, or by the route of the Red River, through Fulton, or by the route of the Missouri River, through Independence, or by such other routes as may be designated by the Secretary of the Treasury. Any imported merchandise duly entered and bonded at Brownsville, in the district of Brazos de Santiago, or imported and bonded at any other port of the United States, and transported thence in bond, and duly rewarehoused at Brownsville, may be withdrawn from warehouse for immediate exportation, without payment of duties, to ports and places in Mexico, by land or water, or partly by land and partly by water, or by such routes as may be designated by the Secretary of the Treasury.

R. S., 3002.

Any imported merchandise duly entered and bonded in any port of the United States may be withdrawn from warehouse without payment of duties, for immediate exportation for San Fernando, Paso del Norte, and Chihuahua, in Mexico, through the port of Lavaca, in the collection-district of Saluria, in the State of Texas, and be transhipped inland, thence to San Antonio, in that State, and from the latter place to the destinations in Mexico, either by way of Eagle Pass, the Presidio del Norte, or San

R. S., 3003.



Elizario, all on the Rio Grande; and the Secretary of the Treasury is hereby authorized to prescribe such regulations, not inconsistent with law, as he may deem proper and necessary, respecting the packing, marking, inspection, proof of due delivery at their foreign destinations of the imports authorized by this and the foregoing section to be exported from warehouse to ports and places in Mexico, and for the due protection in other respects of the public revenue.

R. S., 3004.

Imported merchandise duly entered and bonded at a port of the United States, and withdrawn from warehouse in accordance with existing law, for exportation for San Fernando, Paso del Norte, and Chihuahua, in Mexico, may pass through Eagle Pass, the port of entry for the district of Saluria, in Texas, under such regulations as the Secretary of the Treasury shall prescribe, as well as through the port of Lavaca.

R. S., 3005.

All merchandise arriving at the ports of New York, Boston, Portland in Maine, or any other port specially designated by the Secretary of the Treasury, and destined for places in the adjacent British provinces, or arriving at the port of Brownsville in Texas, or any other port specially designated by the Secretary of the Treasury, and destined for places in the republic of Mexico, may be entered at the custom-house, and conveyed, in transit, through the territory of the United States, without the payment of duties, under such regulations as the Secretary of the Treasury may prescribe.

R. S., 3006.

Imported merchandise in bond, or duty paid, and products or manufactures of the United States, may, with the consent of the proper authorities of the British provinces or republic of Mexico, be transported from one port in the United States to another port therein, over the territory of such provinces or republic, by such routes, and under such rules, regulations, and conditions as the Secretary of the Treasury may prescribe; and the merchandise so transported shall, upon arrival in the United States from such provinces or republic, be treated in regard to the liability to or exemption from duty, or tax, as if the transportation had taken place entirely within the limits of the United States.

R. S., 3007.

Railroad-cars or other vehicles laden with merchandise, sealed by a customs officer, passing, under the provisions of the preceding section and the regulations of the Secretary of the Treasury, from one port in the United States to another therein, through foreign contiguous territory, shall be exempt from the payment of any fees for receiving or certifying manifests thereof.

R. S., 3008.

No merchandise exported to Mexico or the British North American Provinces shall be voluntarily landed or brought into the United States; and any so landed or brought into the United States shall be forfeited; and the same proceeding shall be had for its condemnation, and the distribution of the proceeds of the sales, as in other cases of forfeiture of



merchandise illegally imported. Every person concerned in the voluntary landing or bringing such merchandise into the United States shall be liable to a penalty of four hundred dollars.

**215. Immediate delivery.**

When merchandise shall be imported into any port of the United States from any foreign country in vessels, and it shall appear by the bills of lading that the merchandise so imported is to be delivered immediately after the entry of the vessel, the collector of such port may take possession of such merchandise and deposit the same in bonded warehouse; and when it does not appear by the bills of lading that the merchandise so imported is to be immediately delivered, the collector of the customs may take possession of the same, and deposit it in bonded warehouse, at the request of the owner, master, or consignee of the vessel, on three days' notice to such collector after the entry of the vessel.

R. S., 2966.  
June 26, 1884.  
Sec. 24.

**216. Immediate transportation.**

When any merchandise, other than explosive articles, and articles in bulk not provided for in section five of this act, imported at the ports of

June 10, 1880.

|                   |                      |                         |
|-------------------|----------------------|-------------------------|
| Boston, Mass.     | Marquette, Mich.     | Rochester, N. Y.        |
| Baltimore, Md.    | Mobile, Ala.         | Savannah, Ga.           |
| Bath, Me.         | New York, N. Y.      | San Francisco, Cal.     |
| Bangor, Me.       | Newport News, Va.    | Sault Ste. Marie, Mich. |
| Chicago, Ill.     | New Orleans, La.     | Seattle, Wash.          |
| Charleston, S. C. | Norfolk, Va.         | San Diego, Cal.         |
| Cleveland, Ohio.  | Ogdensburg, N. Y.    | Sioux City, Iowa.       |
| Detroit, Mich.    | Philadelphia, Pa.    | Tacoma, Wash.           |
| Duluth, Minn.     | Portland, Me.        | Tampa, Fla.             |
| Fernandina, Fla.  | Port Huron, Mich.    | Toledo, Ohio.           |
| Galveston, Tex.   | Portland, Oreg.      | Vanceboro, Me.          |
| Key West, Fla.    | Port Townsend, Wash. |                         |
| Los Angeles, Cal. | Pensacola, Fla.      |                         |

June 14, 1880.

shall appear by the invoice or bill of lading and manifest of the importing vessel to be consigned to and destined for either of the ports specified in the seventh section of this act, the collector at the port of arrival shall allow the said merchandise to be shipped immediately after the entry prescribed in section two of this act has been made.

The collector at the port of first arrival shall retain in his office a permanent record of such merchandise so to be forwarded to the port of destination, and such record shall consist of a copy of the invoice and an entry whereon the duties shall be estimated as closely as possible on the merchandise so shipped, but no oaths shall be required on the said entry. Such merchandise shall not be subject to appraisement and liquidation of duties at the port of first arrival, but shall undergo such examination as the Secretary of the Treasury shall deem necessary to verify the invoice; and the same examination and appraisement thereof shall be required and had at the port of destination as would have been required at the port of first arrival if such merchandise had been entered for consumption or warehouse at such port.

June 10, 1880.  
Sec. 2.



Sec. 3.

Such merchandise shall be delivered to and transported by common carriers, to be designated for this purpose by the Secretary of the Treasury, and to and by none others; and such carriers shall be responsible to the United States as common carriers for the safe delivery of such merchandise to the collector at the port of its destination; and before any such carriers shall be permitted to receive and transport any such merchandise, they shall become bound to the United States in bonds of such form and amount, and with such conditions, not inconsistent with law, and such security as the Secretary of the Treasury shall require.

Sec. 4.

Feb. 23, 1887.

Sec. 5.

Merchandise transported under the provisions of this act shall be conveyed in cars, vessels, or vehicles securely fastened with locks or seals, under the exclusive control of the officers of the customs; and merchandise may also be transported under the provisions of this act by express companies on passenger-trains, in safes, "pouches", and trunks, which shall be of such size, character, and description and secured in such manner as shall be from time to time prescribed by the Secretary;

And in cases where merchandise shall be imported in boxes or packages too large to be included within the safes, trunks, or "pouches" as prescribed, such merchandise may be transported under the provisions of this act by such express companies, "corded and sealed", in such manner as shall from time to time be prescribed by the Secretary of the Treasury;

And "passengers" baggage and effects arriving at any of the ports specified in section one of this act, which shall appear by the manifest of the importing vessel, or other satisfactory evidence, to be destined to any of the ports specified in the seventh section, may also be transported by express companies under the provisions of this act to any of the ports specified in the seventh section thereof, in such manner and under such rules and regulations as the Secretary of the Treasury may prescribe";

And merchandise such as pig-iron, spiegle-iron, scrap-iron, iron-ore, railroad-iron, and similar articles commonly transported upon platform or flat cars may be transported under the provisions of this act upon such platform or flat cars; and the weight of such merchandise so transported shall be ascertained in all cases before shipment, and ordinary railroad seals may be used for such purposes; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle, or train, at the discretion of the Secretary of the Treasury, and at the expense of the companies, respectively.

Such merchandise shall not be unladen or transshipped between the ports of first arrival and final destination, unless authorized by the regulations of the Secretary of the Treasury in cases which may arise from a difference in the gauge of railroads, or "where the route is bonded for both land and water carriage", or from accidents, or from legal intervention, or when, by reason of the length of the



route, the cars, after due inspection by customs officers, shall be considered unsafe or unsuitable to proceed further, or from low water, ice, or other unavoidable obstruction to navigation; and in no case shall there be permitted any breaking of the original packages of such merchandise.

The privilege of immediate transportation shall extend to the ports of:

June 10, 1880.  
Sec. 7.

|                       |                    |                         |
|-----------------------|--------------------|-------------------------|
| Atlanta, Ga.          | Hartford, Conn.    | Portsmouth, N. H.       |
| Albany, N. Y.         | Indianapolis, Ind. | Port Huron, Mich.       |
| Buffalo, N. Y.        | Jacksonville, Fla. | Portland, Oreg.         |
| Burlington, Vt.       | Kansas City, Mo.   | Port Townsend, Wash.    |
| Boston, Mass.         | Key West, Fla.     | Richmond, Va.           |
| Baltimore, Md.        | Louisville, Ky.    | Rochester, N. Y.        |
| Bath, Me.             | Lincoln, Nebr.     | Sandusky, Ohio.         |
| Bangor, Me.           | Los Angeles, Cal.  | Sioux City, Iowa.       |
| Bridgeport, Conn.     | Marquette, Mich.   | San Antonio, Tex.       |
| Charleston, S. C.     | Middletown, Conn.  | Springfield, Mass.      |
| Chicago, Ill.         | Minneapolis, Minn. | Savannah, Ga.           |
| Cincinnati, Ohio.     | Milwaukee, Wis.    | St. Augustine, Fla.     |
| Council Bluffs, Iowa. | Memphis, Tenn.     | St. Louis, Mo.          |
| Cleveland, Ohio.      | Mobile, Ala.       | St. Joseph, Mo.         |
| Columbus, Ohio.       | Nashville, Tenn.   | St. Paul, Minn.         |
| Detroit, Mich.        | Newark, N. J.      | San Francisco, Cal.     |
| Denver, Colo.         | Newport News, Va.  | San Diego, Cal.         |
| Duluth, Minn.         | New York, N. Y.    | Sault Ste. Marie, Mich. |
| Dubuque, Iowa.        | New Haven, Conn.   | Seattle, Wash.          |
| Des Moines, Iowa.     | Norfolk, Va.       | Tampa, Fla.             |
| Dunkirk, N. Y.        | New Orleans, La.   | Tacoma, Wash.           |
| Evansville, Ind.      | Omaha, Nebr.       | Toledo, Ohio.           |
| Enfield, Conn.        | Ogdensburg, N. Y.  | Vanceboro, Me.          |
| Georgetown, D. C.     | Providence, R. I.  | Wilmington, Del.        |
| Galveston, Tex.       | Philadelphia, Pa.  | Wilmington, N. C.       |
| Grand Haven, Mich.    | Pittsburg, Pa.     |                         |
| Grand Rapids, Mich.   | Portland, Me.      |                         |

*Provided*, That the privilege of transportation herein conferred shall not extend to any place at which there are not the necessary officers for the appraisement of merchandise and the collection of duties. [See chap. 218, Laws of 1887.]

No merchandise shall be shipped under the provisions of this act after such merchandise shall have been landed ten days from the importing vessel, and merchandise not entered within such time shall be sent to a bonded warehouse by the collector as unclaimed, and held until regularly entered and appraised.

Sec. 9.

Merchandise so destined for immediate transportation shall be transferred, under proper supervision, directly from the importing vessel to the car, vessel, or vehicle specified in the entry.

July 2, 1884.  
Sec. 6.

#### 217. *Salvage of merchandise.*

All merchandise imported into the United States shall, for the purpose of this title [R. S., 2517–3129] be deemed and held to be the property of the person to whom the merchandise may be consigned; but the holder of any bill of lading consigned to order and endorsed by the consignor shall be deemed the consignee thereof.

R. S., 3058.  
Feb. 23, 1887.

And in case of the abandonment of any merchandise to the underwriters, the latter may be recognized as the consignee, and under such regulations as the Secretary



of the Treasury may prescribe, merchandise saved from a vessel wrecked or abandoned at sea, or on or along the coasts of the United States and promptly brought into a port of the United States by or in possession of the salvors of the same, can, for the purpose of its title, be regarded as the property of such salvors, and the valuation thereof and payment of duties thereon can be made accordingly and with due reference to the condition of said merchandise as thus saved and the necessities of the case:

*Provided, however,* That such bringing in by salvors shall be in good faith and without intent to evade the just payment of duty:

*And provided further,* That nothing herein contained shall be so construed as to prejudice in any other respect the rights of property, or of or through abandonment or allowance of the owner or any other person interested in said merchandise.

**218. Bond of firm or partnership.**

June 20, 1876.

When any bond is required by law to be executed by any firm or partnership for the payment of duties upon goods, wares or merchandise, imported into the United States by such firm or partnership, the execution of such bond by any member of such firm or partnership, in the name of said firm or partnership, shall bind the other members or partners thereof, in like manner and to the same extent, as if such other members or partners had personally executed the same. And any action or suit may be instituted on such bond against all the members or partners of such firm, as if all of the members or partners had executed the same.

**219. Refund of customs duties.**

March 3, 1875.

No moneys collected as duties on imports, in accordance with any decision, ruling, or direction previously made or given by the Secretary of the Treasury, shall, except as hereinafter provided, be refunded or repaid, unless in accordance with the judgment of a circuit or district court of the United States giving construction to the law, and from which the Attorney-General shall certify that no appeal or writ of error will be taken by the United States; or unless in pursuance of a special appropriation for the particular refund or repayment to be made:

*Provided,* That whenever the Secretary shall be of opinion that such duties have been assessed and collected under an erroneous view of the facts in the case, he may authorize a re-examination and reliquidation in such case, and make such refund in accordance with existing laws as the facts so ascertained shall, in his opinion, justify; but no such reliquidation shall be allowed unless protest and appeal shall have been made as required by law:

*Provided further,* That the restrictive provisions of this act shall not apply to such personal and household effects and other articles, not merchandise, as are by law exempt from duty:



*And provided also,* That this act shall not affect the refund to excess of deposits based on estimated duties nor prevent the correction of errors in liquidation, whether for or against the Government, arising solely upon errors of fact discovered within one year from the date of payment, and, when in favor of the Government, brought to the notice of the collector within ten days from the date of discovery.

No ruling or decision once made by the Secretary of the Treasury, giving construction to any law imposing customs duties, shall be reversed or modified adversely to the United States, by the same or a succeeding Secretary, except in concurrence with an opinion of the Attorney-General recommending the same, or a judicial decision of a circuit or district court of the United States conflicting with such ruling or decision, and from which the Attorney-General shall certify that no appeal or writ of error will be taken by the United States:

Sec. 2.

*Provided,* That the Secretary of the Treasury may in his discretion, decline to acquiesce in the judgment, decision, or ruling of an inferior court upon any question affecting the interests of the United States, when, in his opinion, such interests require a final adjudication of such question by the court of last resort.

The Secretary of the Treasury shall have power to make such regulations, not inconsistent with law, as may be necessary to carry this act into effect.

Sec. 3.

The Secretary of the Treasury shall, in his annual report to Congress, give a detailed statement of the various sums of money refunded under the provisions of this act or of any other act of Congress relating to the revenue, together with copies of the rulings under which repayments were made:

Sec. 4.

*Provided,* That in all cases where the Secretary of the Treasury shall so request the Attorney-General shall take an appeal to the Supreme Court.

#### 220. *Fraudulent importation of merchandise.*

If any person shall fraudulently or knowingly import or bring into the United States, or assist in so doing, any merchandise, contrary to law, or shall receive, conceal, buy, sell, or in any manner facilitate the transportation, concealment, or sale of such merchandise after importation, knowing the same to have been imported contrary to law, such merchandise shall be forfeited and the offender shall be fined in any sum not exceeding five thousand dollars nor less than fifty dollars, or be imprisoned for any time not exceeding two years, or both. Whenever, on trial for a violation of this section, the defendant is shown to have or to have had possession of such goods, such possession shall be deemed evidence sufficient to authorize conviction, unless the defendant shall explain the possession to the satisfaction of the jury.

R. S., 3082.



221. *Bribery and solicitation of bribes.*

June 10, 1890.  
Sec. 26.

Any person who shall give, or offer to give or promise to give any money or thing of value, directly or indirectly, to any officer or employee of the United States in consideration of or for any act or omission contrary to law in connection with or pertaining to the importation, appraisement, entry, examination, or inspection of goods, wares, or merchandise including herein any baggage, or of the liquidation of the entry thereof, or shall by threats or demands, or promises of any character attempt to improperly influence or control any such officer or employee of the United States as to the performance of his official duties shall, on conviction thereof, be fined not exceeding two thousand dollars, or be imprisoned at hard labor not more than one year, or both, in the discretion of the court; and evidence of such giving, or offering, or promising to give, satisfactory to the court in which such trial is had, shall be regarded as prima facie evidence that such giving or offering or promising was contrary to law, and shall put upon the accused the burden of proving that such act was innocent, and not done with an unlawful intention.

Sec. 27.

Any officer or employee of the United States who shall, excepting for lawful duties or fees, solicit, demand, exact or receive from any person, directly or indirectly, any money or thing of value, in connection with or pertaining to the importation, appraisement, entry, examination, or inspection of goods, wares, or merchandise, including herein any baggage, or liquidation of the entry thereof, on conviction thereof, shall be fined not exceeding five thousand dollars, or be imprisoned at hard labor not more than two years, or both, in the discretion of the court. And evidence of such soliciting, demanding, exacting, or receiving, satisfactory to the court in which such trial is had, shall be regarded as prima facie evidence that such soliciting, demanding, exacting, or receiving was contrary to law, and shall put upon the accused the burden of proving that such act was innocent and not with an unlawful intention.



## PART XIV.—TARIFF PROVISIONS DIRECTLY RELATING TO VESSELS.

222. Rates of duty.  
223. Free list.

224. Prohibited imports.

### 222. Rates of duty.

Anchors, or parts thereof, of iron or steel, mill irons and mill cranks of wrought iron, and wrought iron for ships, and forgings of iron or steel, or of combined iron and steel, for vessels, steam engines and locomotives, or parts thereof, one and two-tenths cents per pound. Aug. 28, 1894.  
126.

Chronometers, box or ship's, and parts thereof, ten per centum ad valorem. 172.

### 223. Free list.

Coal, anthracite, and coal stores of American vessels, but none shall be unloaded. 441.

Spermaceti, whale, and other fish oils of American fisheries, and all fish and other products, of such fisheries. 568.

Ship timber, and ship planking, not specially provided for in this Act. 673.

All materials of foreign production which may be necessary for the construction of vessels built in the United States for foreign account and ownership or for the purpose of being employed in the foreign trade including the trade between the Atlantic and Pacific ports of the United States, and all such materials necessary for the building of their machinery, and all articles necessary for their outfit and equipment, after the passage of this Act, may be imported in bond under such regulations as the Secretary of the Treasury may prescribe; and upon proof that such materials have been used for such purposes no duties shall be paid thereon. But vessels receiving the benefit of this section shall not be allowed to engage in the coastwise trade of the United States more than two months in any one year except upon the payment to the United States of the duties of which a rebate is herein allowed: *Provided*, That vessels built in the United States for foreign account and ownership shall not be allowed to engage in the coastwise trade of the United States. R. S., 2513.  
Aug. 28, 1894.  
Sec. 7.



R. S., 2514. All articles of foreign production needed for the repair of American vessels engaged in foreign trade, including the trade between the Atlantic and Pacific ports of the United States, may be withdrawn from bonded warehouses free of duty, under such regulations as the Secretary of the Treasury may prescribe.

Aug. 28, 1894.  
Sec. 8.

R. S., 2511. Machinery for repair may be imported into the United States without payment of duty, under bond, to be given in double the appraised value thereof, to be withdrawn and exported after said machinery shall have been repaired; and the Secretary of the Treasury is authorized and directed to prescribe such rules and regulations as may be necessary to protect the revenue against fraud and secure the identity and character of all such importations when again withdrawn and exported, restricting and limiting the export and withdrawal to the same port of entry where imported, and also limiting all bonds to a period of time of not more than six months from the date of the importation.

Aug. 28, 1894.  
Sec. 13.

R. S. 2507. Whenever any vessel laden with merchandise in whole or in part subject to duty has been sunk in any river, harbor, bay, or waters subject to the jurisdiction of the United States, and within its limits, for the period of two years, and is abandoned by the owner thereof, any person who may raise such vessel shall be permitted to bring any merchandise recovered therefrom into the port nearest to the place where such vessel was so raised free from the payment of any duty thereupon, but under such regulations as the Secretary of the Treasury may prescribe.

Aug. 28, 1894.  
Sec. 20.

June 26, 1884.  
Sec. 16. All articles of foreign production needed, and actually withdrawn from bonded warehouses, for supplies, not including equipment, of vessels of the United States engaged in the foreign trade, including the trade between the Atlantic and the Pacific ports of the United States, may be so withdrawn, free of duty, under such regulations as the Secretary of the Treasury may prescribe.

#### 224. *Prohibited imports.*

Aug. 28, 1894.  
Sec. 24. All goods, wares, articles, and merchandise manufactured wholly or in part in any foreign country by convict labor shall not be entitled to entry at any of the ports of the United States, and the importation thereof is hereby prohibited, and the Secretary of the Treasury is authorized to prescribe such regulations as may be necessary for the enforcement of this provision.

R. S., 2491. All persons are prohibited from importing into the United States from any foreign country any obscene book, pamphlet, paper, writing, advertisement, circular, print, picture, drawing, or other representation, figure, or image on or of paper or other material, or any cast, instrument, or other article of an immoral nature, or any drug or medicine, or any article whatever for the prevention of conception or for causing unlawful abortion, or any lottery ticket or any advertisement of any lottery. No such articles, whether



imported separately or contained in packages with other goods entitled to entry, shall be admitted to entry; and all such articles shall be proceeded against, seized, and forfeited by due course of law. All such prohibited articles and the package in which they are contained in the course of importation shall be detained by the officer of customs, and proceedings taken against the same as hereinafter prescribed, unless it appears to the satisfaction of the collector of customs that the obscene articles contained in the package were inclosed therein without the knowledge or consent of the importer, owner, agent, or consignee: *Provided*, That the drugs hereinbefore mentioned, when imported in bulk and not put up for any of the purposes hereinbefore specified, are excepted from the operation of this section.

Aug. 28, 1894.  
Sec. 10.



## PART XV.—CONSULS' SERVICES TO VESSELS.

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225. Consuls' services to vessels.

| 226. Naval officer acting as consul.

### 225. *Consuls' services to vessels.*

R. S., 1707.

Consuls and vice-consuls shall have the right, in the ports or places to which they are severally appointed, of receiving the protests or declarations which captains, masters, crews, passengers, or merchants, who are citizens of the United States, may respectively choose to make there; and also such as any foreigner may choose to make before them relative to the personal interest of any citizen of the United States. Copies of such acts duly authenticated by consuls or vice-consuls, under the seal of their consulates, respectively, shall be received in evidence equally with their originals in all courts in the United States.

R. S., 1708.

Every consular officer shall keep a detailed list of all seamen and mariners shipped and discharged by him, specifying their names and the names of the vessels on which they are shipped and from which they are discharged, and the payments, if any, made on account of each so discharged; also of the number of the vessels arrived and departed, the amounts of their registered tonnage, and the number of their seamen and mariners, and of those who are protected, and whether citizens of the United States or not, and as nearly as possible the nature and value of their cargoes, and where produced, and shall make returns of the same, with their accounts and other returns, to the Secretary of the Treasury.

R. S., 1718.

Whenever any master or commander of a vessel of the United States has occasion for any consular or other official service, which any consular officer of the United States is authorized by law or usage officially to perform, and for which any fees are allowed by the rates or tariffs of fees, he shall apply to the consular officer at the consulate or commercial agency where such service is required to perform such service, and shall pay to such officer the fees allowed for such service by the rates or tariffs of fees. And every such master or commander who omits so to do shall be liable to the United States for the amount of the fees lawfully chargeable for such services when actually performed. All consular officers are authorized and required



to retain in their possession all the papers of such vessels, which shall be deposited with them as directed by law, till payment shall be made of all demands and wages on account of such vessels.

On and after July first, eighteen hundred and eighty-four, no fees named in the tariff of consular fees prescribed by order of the President shall be charged or collected by consular officers for the official services to American vessels and seamen. Consular officers shall furnish the master of every such vessel with an itemized statement of such services performed on account of said vessel, with the fees so prescribed for each service and make a detailed report to the Secretary of the Treasury of such services and fees, under such regulations as the Secretary of State may prescribe; and the Secretary of the Treasury shall allow consular officers who are paid in whole or in part by fees such compensation for said services as they would have received prior to the passage of this act: *Provided*, That such services in the opinion of the Secretary of the Treasury have been necessarily rendered.

June 26, 1884.  
Sec. 12.

No consular officer, nor any person under any consular officer shall make any charge or receive, directly or indirectly, any compensation, by way of commission or otherwise, for receiving or disbursing the wages or extra wages to which any seaman or mariner is entitled who is discharged in any foreign country, or for any money advanced to any such seaman or mariner who seeks relief from any consulate or commercial agency; nor shall any consular officer, or any person under any consular officer, be interested, directly or indirectly, in any profit derived from clothing, boarding, or otherwise supplying or sending home any such seaman or mariner. Such prohibition as to profit, however, shall not be construed to relieve or prevent any such officer who is the owner of or otherwise interested in any vessel of the United States, from transporting in such vessel any such seaman or mariner, or from receiving or being interested in such reasonable allowance as may be made for such transportation by law.

R. S., 1719.

American vessels running regularly by weekly or monthly trips, or otherwise, to or between foreign ports, shall not be required to pay fees to consuls for more than four trips in a year.

R. S., 1720

The fee for certifying invoices to be charged by the consul-general for the British North American Provinces, and his subordinate consular officers and agents, for goods not exceeding one hundred dollars in value, shall be one dollar.

R. S., 1721.

**226. Naval officer acting as consul.**

The commanding officer of any fleet, squadron, or vessel acting singly, when upon the high seas or in any foreign port where there is no resident consul of the United States, shall be authorized to exercise all the powers of a consul in relation to mariners of the United States.

R. S., 1433.



## PART XVI.—COMMERCE WITH CONTIGUOUS COUNTRIES.

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- |                                                               |                                          |
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| 227. Vessels and vehicles.                                    | 235. Duties on repairs.                  |
| 228. Evasion of the coasting laws on the lakes and frontiers. | 236. Entry from one district to another. |
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### 227. *Vessels and vehicles.*

R. S., 3095. Except into the districts hereinbefore described on the northern, northwestern, and western boundaries of the United States, adjoining to the Dominion of Canada, or into the districts adjacent to Mexico, no merchandise of foreign growth or manufacture, subject to the payment of duties, shall be brought into the United States from any foreign port in any other manner than by sea, nor in any vessel of less than thirty tons burden, agreeably to the admeasurement directed for ascertaining the tonnage of vessels; or landed or unladen at any other port than is directed by this Title [R. S., 2517–3129], under the penalty of seizure and forfeiture of all such vessels, and of the merchandise imported therein, landed or unladen in any other manner.

R. S., 3096. All persons may import any merchandise of which the importation shall not be entirely prohibited, into the districts which are or may be established on the northern and northwestern boundaries of the United States, in vessels or boats of any burden, and in rafts or carriages of any kind or nature whatsoever.

### 228. *Evasion of coasting laws on the lakes and frontiers.*

R. S., 3110. If any merchandise shall, at any port in the United States on the northern, northeastern, or northwestern frontiers thereof, be laden upon any vessel belonging wholly or in part to a subject of a foreign country, and shall be taken thence to a foreign port to be reladen and reshipped to any other port in the United States on such frontiers, either by the same or any other vessel, foreign or American, with intent to evade the provisions relating to



the transportation of merchandise from one port of the United States to another port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power, the merchandise shall, on its arrival at such last-named port, be seized and forfeited to the United States, and the vessel shall pay a tonnage-duty of fifty cents per ton on her admeasurement.

#### 229. *Manifests.*

All vessels, boats, rafts, and carriages, of what kind soever, arriving in such districts, on the northern and northwestern frontiers, containing merchandise subject to duties, on being imported into any port of the United States, shall be reported to the collector, or other chief officer of the customs at the port of entry in the district into which it shall be so imported; and such merchandise shall be accompanied with like manifests, and like entries shall be made, by the persons having charge of any such vessels, boats, rafts, and carriages, and by the owners or consignees of the merchandise laden on board the same; and the powers and duties of the officers of the customs shall be exercised and discharged in the districts last mentioned, in like manner as is prescribed in respect to merchandise imported in vessels from the sea; and generally, all such importations shall be subject to like regulations, penalties, and forfeitures as in other districts, except as is hereinafter specially provided. R. S., 3097.

The master of any vessel, except registered vessels, and every person having charge of any boat, canoe, or raft, and the conductor or driver of any carriage or sleigh, and every other person, coming from any foreign territory adjacent to the United States into the United States, with merchandise subject to duty, shall deliver, immediately on his arrival within the United States, a manifest of the cargo or loading of such vessel, boat, canoe, raft, carriage, or sleigh, or of the merchandise so brought from such foreign territory, at the office of any collector or deputy collector which shall be nearest to the boundary-line, or nearest to the road or waters by which such merchandise is brought; and every such manifest shall be verified by the oath of such person delivering the same; which oath shall be taken before such collector or deputy collector; and such oath shall state that such manifest contains a full, just, and true account of the kinds, quantities, and values of all the merchandise so brought from such foreign territory. R. S., 3098.

If the master, or other person having charge of any vessel, boat, canoe, or raft, or the conductor or driver of any carriage or sleigh, or other person bringing such merchandise, shall neglect or refuse to deliver the manifest required by the preceding section, or pass by or avoid such office, the merchandise subject to duty, and so imported, shall be forfeited to the United States, together with the vessel, boat, canoe, or raft, the tackle, apparel, and furniture of R. S., 3099.



the same, or the carriage or sleigh, and harness and cattle drawing the same, or the horses with their saddles and bridles, as the case may be; and such master, conductor, or other importer shall be subject to a penalty of four times the value of the merchandise so imported.

**230. Customs inspection.**

R. S., 3100.

All merchandise, and all baggage and effects of passengers, and all other articles imported into the United States from any contiguous foreign country, except as hereafter provided, as well as the vessels, cars, and other vehicles and envelopes in which the same shall be imported, shall be unladen in the presence of, and be inspected by, an inspector or other officer of the customs, at the first port of entry or custom-house in the United States where the same shall arrive; and to [enable the proper officer thoroughly to discharge this duty, he may require the owner or his agent, or other person, having charge or possession of] any trunk, traveling-bag, or sack, valise, or other envelope, or of any closed vessel, car, or other vehicle, to open the same, or to deliver to him the proper key.

R. S., 3101.

If any owner, agent, or other person shall refuse or neglect to comply with his demands, allowed by the preceding section, the officer shall retain such trunk, traveling-bag, or sack, valise, or whatsoever it may be, and open the same, and, as soon thereafter as may be practicable, examine the contents; and if any article subject to the payment of duty shall be found therein, the whole contents, together with the envelope, shall be forfeited to the United States, and disposed of as the law provides in other similar cases. If any such dutiable merchandise or article shall be found in any such vessel, car, or other vehicle, the owner, agent, or other person in charge of which shall have refused to open the same or deliver the key as herein provided, the same, together with the vessel, car, or other vehicle, shall be forfeited to the United States, and shall be held by such officer, to be disposed of as the law provides in other similar cases of forfeiture.

**231. Customs seals on frontier.**

R. S., 3102.

To avoid the inspection at the first port of arrival, the owner, agent, master, or conductor of any such vessel, car, or other vehicle, or owner, agent, or other person having charge of any such merchandise, baggage, effects, or other articles, may apply to any officer of the United States duly authorized to act in the premises, to seal or close the same, under and according to the regulations hereinafter authorized, previous to their importation into the United States; which officer shall seal or close the same accordingly; whereupon the same may proceed to their port of destination without further inspection. Every such vessel, car, or other vehicle, shall proceed, without unnecessary delay, to the port of its destination, as named in the manifest of its cargo, freight, or contents, and be there inspected. Nothing contained in this section shall be construed to exempt such



vessel, car, or vehicle, or its contents, from such examination as may be necessary and proper to prevent frauds upon the revenue and violations of this Title [R. S., 2517-3129].

The Secretary of the Treasury is hereby authorized and required to make such regulations, and from time to time so to change the same as to him shall seem necessary and proper, for sealing such vessels, cars, and other vehicles, when practicable, and for sealing, marking, and identifying such merchandise, baggage, effects, trunks, traveling-bags, or sacks, valises, and other envelopes and articles; and also in regard to invoices, manifests, and other pertinent papers, and their authentication. R. S., 3103.

If the owner, master, or person in charge of any vessel, car, or other vehicle so sealed, shall not proceed to the port or place of destination thereof named in the manifest of its cargo, freight, or contents, and deliver such vessel, car, or vehicle to the proper officer of the customs, or shall dispose of the same by sale or otherwise, or shall unload the same, or any part thereof, at any other than such port, or place, or shall sell or dispose of the contents of such vessel, car, or other vehicle, or any part thereof, before such delivery, he shall be deemed guilty of felony, and on conviction thereof, before any court of competent jurisdiction, pay a fine not exceeding one thousand dollars, or shall be imprisoned for a term not exceeding five years, or both, at the discretion of the court; and such vessel, car, or other vehicle, with its contents, shall be forfeited to the United States, and may be seized wherever found within the United States, and disposed of and sold as in other cases of forfeiture. Nothing in this section, however, shall be construed to prevent sales of cargo, in whole or in part, prior to arrival, to be delivered as per manifest, and after due inspection. R. S., 3104.

If any unauthorized person or persons shall willfully break, cut, pick, open, or remove any wire, seal, lead, lock, or other fastening or mark attached to any vessel, car, or other vehicle, crate, box, bag, bale, basket, barrel, bundle, cask, trunk, package, or parcel, or anything whatsoever, under and by virtue of this Title [R. S., 2517-3129] and regulations authorized by it, or any other law, or shall affix or attach, or any way willfully aid, assist, or encourage the affixing or attaching, by wire or otherwise, to any vessel, car, or other vehicle, or to any crate, box, bale, barrel, bag, basket, bundle, cask, package, parcel, article, or thing of any kind, any seal, lead, metal, or anything purporting to be a seal authorized by law, such person or persons shall be deemed guilty of felony, and shall be imprisoned for a term not exceeding five years, or shall pay a fine of not exceeding one thousand dollars, or both, at the discretion of the court. R. S., 3105.

Each vessel, car, or other vehicle, crate, box, bag, basket, barrel, bundle, cask, trunk, package, parcel, or other thing, with the cargo, or contents thereof, from which the wire, seal, lead, lock, or other fastening or mark shall have been R. S., 3106.



broken, cut, picked, opened, or removed by any such unauthorized person or persons, or to which such seal, or other thing purporting to be a seal, has been wrongfully attached, shall be forfeited.

**232. *Permit at Frontier.***

R. S., 3109.

The master of any foreign vessel, laden or in ballast, arriving in the waters of the United States from any foreign territory adjacent to the northern, northeastern, or northwestern frontiers of the United States, shall report at the office of any collector or deputy collector of the customs, which shall be nearest to the point at which such vessel may enter such waters; and such vessel shall not proceed farther inland, either to unlade or take in cargo, without a special permit from such collector or deputy collector, issued under and in accordance with such general or special regulations as the Secretary of the Treasury may in his discretion, from time to time, prescribe. For any violation of this section such vessel shall be seized and forfeited.

**233. *Sea-stores.***

R. S., 3111.

If any vessel enrolled or licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States shall touch at any port in the adjacent British provinces, and the master of such vessel shall purchase any merchandise for the use of the vessel, the master of the vessel shall report the same, with cost and quantity thereof, to the collector or other officer of the customs at the first port in the United States at which he shall next arrive, designating them as "sea-stores;" and in the oath to be taken by such master of such vessel, on making such report, he shall declare that the articles so specified or designated "sea-stores" are truly intended for the use exclusively of the vessel, and are not intended for sale, transfer, or private use. If any other or greater quantity of dutiable articles shall be found on board such vessel than are specified in such report or entry of such articles, or any part thereof shall be landed without a permit from a collector or other officer of the customs, such articles together with the vessel, her apparel, tackle, and furniture, shall be forfeited.

R. S., 3112.

If, upon examination and inspection by the collector or other officer of the customs, such articles are not deemed excessive in quantity for the use of the vessel, until an American port may be reached by such vessel, where such sea-stores can be obtained, such articles shall be declared free of duty; but if it shall be found that the quantity or quantities of such articles, or any part thereof so reported, are excessive, it shall be lawful for the collector or other officer of the customs to estimate the amount of duty on such excess, which shall be forthwith paid by the master of the vessel, on penalty of paying a sum of not less than one hundred dollars, nor more than four times the value of such excess, or such master shall be punishable by imprisonment for not less than three months, and not more than two years.



234. *Saloon stores.*

Articles purchased for the use of or for sale on board any such vessel, as saloon stores or supplies, shall be deemed merchandise, and shall be liable, when purchased at a foreign port, to entry and the payment of the duties found to be due thereon, at the first port of arrival of such vessel in the United States; and for a failure on the part of the saloon-keeper or person purchasing or owning such articles to report, make entries, and pay duties, as hereinbefore required, such articles, together with the fixtures and other merchandise, found in such saloon or on or about such vessel belonging to and owned by such saloon-keeper or other person interested in such saloon, shall be seized and forfeited, and such saloon-keeper or other person so purchasing and owning shall be liable to a penalty of not less than one hundred dollars and not more than five hundred, and shall be punishable by imprisonment for not less than three months, and not more than two years. R. S., 3113.

235. *Duties on repairs.*

The equipments, or any part thereof, including boats, purchased for, or the expenses of repairs made in a foreign country upon a vessel enrolled and licensed under the laws of the United States to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States, or a vessel intended to be employed in such trade, shall, on the first arrival of such vessel in any port of the United States, be liable to entry and the payment of an ad-valorem duty of fifty per centum on the cost thereof in such foreign country; and if the owner or master of such vessel shall willfully and knowingly neglect or fail to report, make entry, and pay duties as herein required, such vessel, with her tackle, apparel, and furniture, shall be seized and forfeited. R. S., 3114.

No license, or enrollment and license, nor renewal of either, shall hereafter be issued to any vessel until the collector to whom application is made for the same is satisfied, from the oath of the owner or master, that all equipments and repairs, made in a foreign port within the year immediately preceding such application, have been duly accounted for, and the duties accruing thereon duly paid; and if such owner or master shall refuse to take such oath, or take it falsely, the vessel shall be seized and forfeited. R. S., 4330.

If the owner or master of such vessel shall, however, furnish good and sufficient evidence that such vessel, while in the regular course of her voyage, was compelled, by stress of weather or other casualty, to put into such foreign port and purchase such equipments, or make such repairs, to secure the safety of the vessel to enable her to reach her port of destination, then it shall be competent for the Secretary of the Treasury to remit or refund such duties, and such vessel shall not be liable to forfeiture, and no license or enrollment and license, or renewal of either, shall hereafter be issued to any such vessel until the collector to R. S., 3115.



whom application is made for the same shall be satisfied, from the oath of the owner or master, that all such equipments and repairs made within the year immediately preceding such application have been duly accounted for under the provisions of this and the preceding sections, and the duties accruing thereon duly paid; and if such owner or master shall refuse to take such oath, or take it falsely, the vessel shall be seized and forfeited.

*236. Entry from one district to another.*

R. S., 3116.

The master of every vessel enrolled or licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States, except canal-boats employed in navigating the canals within the United States, shall, before the departure of his vessel from a port in one collection-district to a port in another collection-district, present to the collector at the port of departure duplicate manifests of his cargo, or, if he have no cargo, duplicate manifests setting forth that fact; such manifests shall be subscribed and sworn to by the master before the collector, who shall indorse thereon his certificate of clearance, retaining one for the files of his office; the other he shall deliver for the use of the master.

R. S., 3117.

If any vessel so enrolled or licensed shall touch at any intermediate port of the United States, and there discharge cargo taken on board at an American port, or at such intermediate ports shall take on board cargo destined for an American port, the master of such vessel shall not be required to report such lading or unlading at such intermediate ports, but shall enter the same on his manifest obtained at the original port of departure, which he shall deliver to the collector of the port at which the unlading of the cargo is completed, within twenty-four hours after arrival, and shall subscribe and make oath as to the truth and correctness of the same.

R. S., 3118.

The master of any vessel so enrolled or licensed shall, before departing from a port in one collection-district to a place in another collection-district, where there is no custom-house, file his manifest, and obtain a clearance in the same manner, and make oath to the manifest, which manifest and clearance shall be delivered to the proper officer of customs at the port at which the vessel next arrives after leaving the place of destination specified in the clearance.

R. S., 3119.

Nothing contained in the three preceding sections shall exempt masters of vessels from reporting, as now required by law, any merchandise destined for any foreign port. No permit shall be required for the unlading of cargo brought from an American port.

R. S., 3120.

No merchandise taken from any port in the United States on the northern, northeastern, or northwestern frontiers thereof, to a port in another collection-district of the United States on such frontiers, in any vessel, shall be unladen or delivered from such vessel within the United States, but in open day, that is to say, between the rising and setting of



the sun, except by special license from the collector or other principal officer of the port for the purpose. The owner of every vessel whose master or manager shall neglect to comply with the provisions of this section shall be liable to a penalty of not less than one hundred dollars nor more than five hundred. The Secretary of the Treasury may, from time to time, make such regulations as to him shall seem necessary and expedient for unloading at and clearance from any port or place on such frontiers of ships or vessels at night. And the Secretary of the Treasury be, and he is hereby, authorized, in his discretion, to make such regulations as shall enable vessels engaged in the coasting trade between ports and places upon Lake Michigan exclusively, and laden with American productions and free merchandise only, to unlade their cargoes without previously obtaining a permit to unlade.

The master of any vessel so enrolled or licensed, destined with a cargo from a place in the United States, at which there may be no custom-house, to a port where there may be a custom-house, shall, within twenty-four hours after arrival at the port of destination, deliver to the proper officer of the customs a manifest, subscribed by him, setting forth the cargo laden at the place of departure, or laden or unladen at any intermediate port, or place, to the truth of which manifest he shall make oath before such officer. If the vessel, however, have no cargo, the master shall not be required to deliver such manifest. R. S., 3122.

**237. *Discharging cargo and passengers.***

The master of any vessel with cargo, passengers, or baggage from any foreign port, shall obtain a permit and comply with existing laws, before discharging or landing the same. R. S., 3121

**238. *Steam tugs.***

Steam-tugs duly enrolled and licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States, when exclusively employed in towing vessels, shall not be required to report and clear at the custom-house. When such steam-tugs, however, are employed in towing rafts or other vessels without sail or steam motive-power, not required to be enrolled or licensed under existing laws, they shall be required to report and clear in the same manner as is hereinbefore provided in similar cases for other vessels. R. S., 3123.

**239. *Forms and penalties.***

The manifests, certificates of clearance, and oaths, provided for by the eight preceding sections [R. S., 3116–3123], shall be in such form, and prepared, filled up, and executed in such manner as the Secretary of the Treasury may from time to time prescribe. R. S., 3124.

If the master of any enrolled or licensed vessel shall neglect or fail to comply with any of the provisions or R. S., 3125.



requirements of the nine preceding sections, such master shall forfeit and pay to the United States the sum of twenty dollars for each and every failure or neglect, and for which sum the vessel shall be liable, and may be summarily proceeded against, by way of libel, in any district court of the United States.

**240. *Touching at foreign ports.***

R. S., 3126.

Any vessel, on being duly registered in pursuance of the laws of the United States, may engage in trade between one port in the United States and one or more ports within the same, with the privilege of touching at one or more foreign ports during the voyage, and land and take in thereat merchandise, passengers and their baggage, and letters, and mails. All such vessels shall be furnished by the collectors of the ports at which they shall take in their cargoes in the United States, with certified manifests, setting forth the particulars of the cargoes, the marks, number of packages, by whom shipped, to whom consigned, at what port to be delivered; designating such merchandise as is entitled to drawback, or to the privilege of being placed in warehouse; and the masters of all such vessels shall, on their arrival at any port of the United States from any foreign port at which such vessel may have touched, as herein provided, conform to the laws providing for the delivery of manifests of cargo and passengers taken on board at such foreign port, and all other laws regulating the report and entry of vessels from foreign ports, and be subject to all the penalties therein prescribed.

**241. *Foreign merchandise.***

R. S., 3127.

Any foreign merchandise taken in at one port of the United States to be conveyed in registered vessels to any other port within the same, either under the provisions relating to warehouses, or under the laws regulating the transportation coastwise of merchandise entitled to drawback, as well as any merchandise not entitled to drawback, but on which the import duties chargeable by law shall have been duly paid, shall not become subject to any import duty by reason of the vessel in which they may arrive having touched at a foreign port during the voyage.

**242. *Special provisions.***

R. S., 3128.

When any merchandise shall be imported from Canada into the United States, in any steamboat on Lake Champlain, and the merchandise shall have been duly entered, the duties thereon paid at the office of the collector of any district adjoining Lake Champlain, it shall be lawful to land such merchandise in the same or any other district adjoining Lake Champlain.

R. S., 3129.

The Secretary of the Treasury, with the approbation of the President, provided the latter shall be satisfied that similar privileges are extended to vessels of the United States in the colonies hereinafter mentioned, is hereby



authorized, under such regulations as he may prescribe to protect the revenue from fraud, to permit vessels laden with the products of Canada, New Brunswick, Nova Scotia, Newfoundland, and Prince Edward Island, or either of them, to lade or unlade at any port within any collection-district of the United States which he may designate; and if any such vessel entering a port so designated, to lade or unlade, shall neglect or refuse to comply with the regulations so prescribed by the Secretary of the Treasury, such vessel, and the owner and master thereof, shall be subject to the same penalties as if no authority under this section had been granted to lade or unlade in such port.



## PART XVII.—DOMESTIC COMMERCE.

- |                                                    |                                                  |
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| 244. Clearance within a great district.            | 252. Foreign vessels barred from coasting-trade. |
| 245. Entry within a great district.                | 253. Foreign vessels on coasting voyages.        |
| 246. Clearance for another great district.         | 254. Foreign tugboats.                           |
| 247. Entry to another great district.              | 255. Penalty for violation of coasting laws.     |
| 248. Exemption on the Mississippi and tributaries. | 256. Forfeiture of vessel and merchandise.       |
| 249. Vessel with domestic cargo.                   |                                                  |
| 250. Registered vessels in the coasting-trade.     |                                                  |

### 243. *Great districts.*

R. S., 4348.

The sea-coast and navigable rivers of the United States shall be divided into three great districts: the first to include all the collection-districts on the sea-coast and navigable rivers, between the eastern limits of the United States and the southern limits of Georgia; the second to include all the collection-districts on the sea-coast and navigable rivers between the river Perdido and the Rio Grande; and the third to include all the collection-districts on the sea-coast and navigable rivers between the southern limits of Georgia and the river Perdido.

### 244. *Clearance within a great district.*

R. S., 4349.

The master of every vessel under twenty tons burden licensed for carrying on the coasting-trade, destined from a district in one State to a district in the same or an adjoining State, on the sea-coast or on a navigable river, and of every vessel of the burden of twenty tons and upward, destined from a district within one of the great districts to another district within the same great district, or from a State in one great district to an adjoining State in another great district, having on board either distilled spirits in casks exceeding five hundred gallons, wines in casks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, sugar in casks or boxes exceeding three thousand pounds, or foreign merchandise in packages, as imported, exceeding in value four hundred dollars, or merchandise, consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value exceeds eight hundred dollars, shall, previous to the departure of such vessel from the port where she may then be, make out and subscribe duplicate manifests of the whole of such cargo on board such vessel, specifying



in such manifests the marks and numbers of every cask, bag, box, chest, or package containing the same, with the name and place of residence of every shipper and consignee, and the quantity shipped by and to each. If there be a collector or surveyor residing at such port, or within five miles thereof, he shall deliver such manifest to the collector, if there be one; otherwise to the surveyor, before whom he shall swear, to the best of his knowledge and belief, that the goods therein contained were legally imported, and the duties thereupon paid or secured, or if spirits distilled within the United States that the duties thereupon have been paid or secured. Thereupon the collector or surveyor shall certify the same on the manifests, one of which he shall return to the master, with a permit, specifying thereon, generally, the lading on board such vessel, and authorizing him to proceed to the port of his destination.

If any vessel, being laden and destined, as mentioned in the preceding section, shall depart from the port where she may then be without the master having first made out and subscribed duplicate manifests of the lading on board such vessel, and in case there be a collector or surveyor residing at such port, or within five miles thereof, without having previously delivered the same to the collector or surveyor, and obtaining a permit, such master shall be liable to a penalty of one hundred dollars.

R. S., 4350.

#### 245. *Entry within a great district.*

The master of every vessel licensed for carrying on the coasting-trade, having on board either distilled spirits in casks exceeding five hundred gallons, wine in casks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, sugar in casks or boxes exceeding three thousand pounds, or foreign merchandise in packages, as imported, exceeding in value four hundred dollars, or goods, wares, or merchandise, consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value exceeds eight hundred dollars, and arriving from a district in one State, at a district in the same or an adjoining State on the sea-coast, or on a navigable river, or, if of the burden of twenty tons or upward, arriving at a district within one of the great districts from another district within the same great district, or from a State adjoining such great district, shall, previous to the unlading of any part of the cargo of such vessel, deliver to the collector, if there be one, or if not, to the surveyor residing at the port of her arrival, or if there be no collector or surveyor residing at such port, then to a collector or surveyor, if there be any such officer residing within five miles thereof, the manifest of the cargo, certified by the collector or surveyor of the district from whence she sailed if there be such manifest, otherwise the duplicate manifest thereof, as is hereinbefore directed, to the truth of which, before such officer, he shall swear. If there have been taken on board such vessel any other or more goods than are contained in such manifest or manifests, since her departure from the port from whence she first sailed, or if

R. S., 4351.



any goods have been since landed, the master shall make known and particularize the same to the collector or surveyor, or if no such goods have been so taken on board or landed, he shall so declare, to the truth of which he shall swear. Thereupon the collector or surveyor shall grant a permit for unlading a part or the whole of such cargo, as the master or commander may request. If there is no collector or surveyor residing at or within five miles of the port of her arrival, the master of such vessel may proceed to discharge the lading from on board such vessel, but shall deliver to the collector or surveyor residing at the first port where he may next afterward arrive, and within twenty-four hours of his arrival, the manifest or manifests, noting thereon the times when and places where the goods therein mentioned have been unladen, to the truth of which, before the last-mentioned collector or surveyor, he shall swear.

R. S., 4352.

If the master of any such vessel, being laden and destined as mentioned in the preceding section, shall neglect or refuse to deliver manifests, at the times and in the manner directed, he shall be liable to a penalty of one hundred dollars.

**246.** *Clearance for another great district.*

R. S., 4353.

The master of every vessel under twenty tons of burden licensed for carrying on the coasting-trade, and destined from any district of the United States to a district other than a district in the same or an adjoining State, on the sea-coast, or on a navigable river, and of every vessel of the burden of twenty tons and upward, destined to a district other than a district within the same great district, or within a State adjoining such great district, shall, previous to her departure, deliver to the collector residing at the port where such vessel may be, if there is one, otherwise to the collector of the district comprehending such port, or to a surveyor within the district, as the one or the other may reside nearest to the port at which such vessel may be, duplicate manifests of the whole cargo on board such vessel; or if there is no cargo on board, he shall so certify; and if there are any distilled spirits, or merchandise of foreign growth or manufacture on board, other than what may by the collector be deemed sufficient for sea-stores, he shall specify in such manifests the marks and numbers of every cask, bag, box, chest, or package containing the same, with the name, and place of residence of every shipper and consignee of such distilled spirits, or merchandise of foreign growth or manufacture, and the quantity shipped by and to each. The manifests or certificates shall be subscribed and sworn to by him; and he shall also swear, before the collector or surveyor, that such merchandise of foreign growth or manufacture was, to the best of his knowledge and belief, legally imported, and the duties thereupon paid or secured; or, if spirits distilled within the United States, that the duties thereupon have been duly paid or secured. Upon the performance of these provisions, and not before, the collector or surveyor shall certify



the same on the manifests or certificates; one of which he shall return to the master, with a permit thereto annexed, authorizing him to proceed to the port of his destination.

If any such vessel, destined as mentioned in the preceding section, shall depart from the port where she may then be, having distilled spirits, or goods, wares, or merchandise of foreign growth or manufacture on board, without complying with the requirements of the preceding section, the master thereof shall be liable to a penalty of one hundred dollars; or, if the lading be of goods the growth or manufacture of the United States only, or if such vessel have no cargo, and she depart without the several things required in the preceding section being complied with, the master shall be liable to a penalty of fifty dollars.

R. S., 4354.

*247. Entry to another great district.*

The master of every vessel under twenty tons burden licensed to carry on the coasting trade, arriving at any district of the United States from any district other than a district in the same or an adjoining State on the sea-coast, or on a navigable river, and of every vessel of the burden of twenty tons and upward arriving from a district other than a district within the same great district, or from a State adjoining such great district, shall deliver to the collector residing at the port where she may arrive if there be one, otherwise to the collector or surveyor in the district comprehending such port, as the one or the other may reside nearest thereto, if the collector or surveyor reside at a distance not exceeding five miles, within twenty-four hours, or, if at a greater distance, within forty-eight hours next after his arrival, and previous to the unlading any of the goods brought in such vessel, the manifest of the cargo, if there be any, certified by the collector or surveyor of the district from whence she last sailed; and shall make oath, before the collector or surveyor, that there was not when he sailed from the district where his manifest was certified, and has not been since, and is not then any more or other merchandise of foreign growth or manufacture, or distilled spirits, if there be any, other than sea-stores, on board such vessel, than is therein mentioned; and if there be none such, he shall so swear; and if there be no cargo on board, he shall produce the certificate of the collector or surveyor of the district from whence she last sailed that such is the case. Thereupon such collector or surveyor shall grant a permit for unlading the whole or part of such cargo, if there be any, within his district, as the master may request; and where a part only of the merchandise of foreign growth or manufacture, or of distilled spirits, brought in such vessel, is intended to be landed, the collector or surveyor shall make an indorsement of such part on the back of the manifest, specifying the articles to be landed; and shall return such manifest to the master, indorsing also thereon his permission for such vessel to proceed to the place of her destination.

R. S., 4355.



R. S., 4356.

If the master of such vessel, laden and destined as mentioned in the preceding section, shall neglect or refuse to deliver the manifest, or, if she has no cargo, the certificate, within the time directed in the preceding section, he shall be liable to a penalty of one hundred dollars, and the merchandise of foreign growth or manufacture, or distilled spirits, found on board, or landed from such ship or vessel, not being certified as required, shall be forfeited; and if the same shall amount to the value of eight hundred dollars, such ship or vessel, with her tackle, apparel, and furniture, shall be also forfeited.

**248.** *Exemption on the Mississippi and tributaries.*

July 12, 1876.

The provisions of sections forty-three hundred and forty-nine, forty-three hundred and fifty, forty-three hundred and fifty-one, forty-three hundred and fifty-two, forty-three hundred and fifty-three, forty-three hundred and fifty-four, forty-three hundred and fifty-five, and forty-three hundred and fifty-six of the Revised Statutes, requiring the master of every vessel licensed to carry on the coasting-trade, laden in part with foreign merchandise or distilled spirits, to procure a permit from the customs officer of the port at which his vessel was laden, authorizing him to proceed to his port of destination, and also to procure a permit from the port of destination for the unlading of his cargo, shall not be held to include vessels engaged in the navigation of the Mississippi River or tributaries above the port of New Orleans.

**249.** *Vessels with domestic cargo.*

R. S., 4359.

Nothing in this Title [R. S., 4311–4390] shall be so construed as to oblige the master of any vessel of less than twenty tons burden, licensed for carrying on the coasting trade, bound from a district in one State to a district in the same or an adjoining State on the sea-coast, or on a navigable river, or of any vessel of the burden of twenty tons or upward, bound from a district within one of the great districts to a district within the same great district, or within a State adjoining such great district, having on board merchandise of the growth, product, or manufacture of the United States only, except distilled spirits, or distilled spirits not more than five hundred gallons, wine in casks not more than two hundred and fifty gallons, or in bottles not more than one hundred dozen, sugar in casks or boxes not more than three thousand pounds, or foreign merchandise in packages, as imported, of not more value than four hundred dollars, or merchandise consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value shall be not more than eight hundred dollars, to deliver a manifest thereof, or obtain a permit, previous to her departure, or, on her arrival within such district, to make any report thereof; but such master shall be provided with a manifest, by him subscribed, of the lading, of what kind soever, which was on board such vessel at the time of his departure from the district from which she last sailed, and if the same, or any part of such



lading, consist of distilled spirits, or merchandise of foreign growth or manufacture, with the marks and numbers of each cask, bag, box, chest, or package containing the same, with the name of the shipper and consignee of each. Such manifest shall be by him exhibited, for the inspection of any officer of the revenue, when required by such officer; and he shall also inform such officer from whence such vessel last sailed, and how long she has been in port, when by him so interrogated.

Whenever the master of such vessel, laden and destined as described in the preceding section, is not provided, on his arrival within any such district, with a manifest, and does not exhibit the same, as required in the preceding section, if the lading of such vessel consist wholly of merchandise the produce or manufacture of the United States, distilled spirits excepted, he shall be liable to a penalty of twenty dollars, or if there be distilled spirits, or merchandise of foreign growth or manufacture, on board, excepting what may be sufficient for sea-stores, he shall be liable to a penalty of forty dollars; or if he shall refuse to answer the interrogatories truly, as is herein required, he shall be liable to a penalty of one hundred dollars. If any of the merchandise laden on board such vessel be of foreign growth or manufacture, or of spirits distilled within the United States, so much of the same as may be found on board such vessel, and not included in the manifest exhibited by such master, shall be forfeited. R. S., 4360.

Coasting-vessels, going from Long Island, in the State of New York, to the State of Rhode Island, or from the State of Rhode Island to Long Island, shall have the same privileges as are allowed to vessels under the like circumstances going from a district in one State to a district in the same or an adjoining State. R. S., 4357.

#### 250. *Registered vessels in the coasting-trade.*

Whenever any vessel of the United States, registered according to law, is employed in going from any one district in the United States to any other district, such vessel, and the master thereof, with the goods she may have on board previous to her departure from the district where she may be, and also upon her arrival in any other district, shall be subject, except as to the payment of fees, to the same regulations, provisions, penalties, and forfeitures, and the like duties are imposed on like officers, as are provided for vessels licensed for carrying on the coasting-trade. Nothing herein contained shall be construed to extend to registered vessels of the United States having on board merchandise of foreign growth or manufacture, brought into the United States, in such vessel, from a foreign port, and on which the duties have not been paid according to law. R. S., 4361.

#### 251. *Report by master.*

The master of every vessel employed in the transportation of merchandise from district to district, that shall put R. S., 4366.



into a port other than the one to which she was bound, shall, within twenty-four hours of his arrival, if there be an officer residing at such port, and she continue there so long, make report of his arrival to such officer, with the name of the place he came from, and to which he is bound, with an account of his lading; and every master who neglects or refuses so to do shall be liable to a penalty of twenty dollars.

**252. Foreign vessels barred from coasting-trade.**

R. S., 4347.

Feb. 15, 1893.

Mar. 3, 1883.

"No merchandise shall be *imported* [transported], under penalty of forfeiture thereof, from one port of the United States to another port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power; and the transportation of merchandise in any such vessel or vessels from one port of the United States to another port of the United States via any foreign port shall be deemed a violation of the foregoing provision. But this section shall not be construed to prohibit the sailing of any foreign vessel from one to another port of the United States, provided no merchandise, other than that imported in such vessel from some foreign port, and which shall not have been unladen, shall be carried from one port or place to another in the United States.

June 19, 1886.  
Sec. 8.

Foreign vessels found transporting passengers between places or ports in the United States, when such passengers have been taken on board in the United States, shall be liable to a fine of two dollars for every passenger landed.

**253. Foreign vessels on coasting voyages.**

R. S., 4367.

The master of every foreign vessel bound from a district in the United States to any other district within the same, shall, in all cases, previous to her departure from such district, deliver to the collector of such district duplicate manifests of the lading on board such vessel, if there be any, or, if there be none, he shall declare that such is the case; and to the truth of such manifest or declaration he shall swear, and also obtain a permit from the collector, authorizing him to proceed to the place of his destination.

R. S., 4368.

The master of every foreign vessel, on his arrival within any district from any other district, shall, in all cases, within forty eight hours after his arrival, and previous to the unloading of any goods from on board such vessel, deliver to the collector of the district where he may have arrived, a manifest of the goods laden on board such vessel, if any there be; or if in ballast only, he shall so declare; he shall swear to the truth of such manifest or declaration, and shall also swear that such manifest contains an account of all the merchandise which was on board such vessel at the time, or has been since her departure from the place from whence she shall be reported last to have sailed; and he shall also deliver to such collector the permit which was given him from the collector of the district from whence he sailed.



Every master of any foreign vessel who neglects or refuses to comply with any of the requirements of the two preceding sections, shall be liable to a penalty of one hundred dollars. Nothing therein contained shall, however, be construed as affecting the payment of tonnage, or any other requirements to which such vessels are subject by law. R. S., 4369.

*254. Foreign tug-boats.*

All steam tug-boats not of the United States found employed in towing documented vessels of the United States plying from one port or place in the same to another, shall be liable to a penalty of fifty cents per ton on the measurement of every such vessel so towed by them respectively, which sum may be recovered by way of libel or suit. This section shall not apply to any case where the towing, in whole or in part, is within or upon foreign waters. Any foreign railroad company or corporation, whose road enters the United States by means of a ferry or tug-boat, may own such boat, and it shall be subject to no other or different restrictions or regulations in such employment than if owned by a citizen of the United States. R. S., 4370.

*255. Penalties for violation of coasting laws.*

Every vessel of twenty tons or upward, other than registered vessels found trading between district and district, or between different places in the same district, or carrying on the fishery without being enrolled and licensed, or if less than twenty tons and not less than five tons, without a license, in the manner provided by this Title [R. S., 4311–4390], if laden with merchandise the growth or manufacture of the United States only, distilled spirits excepted, or in ballast, shall pay the same fees and tonnage in every port of the United States at which she may arrive as vessels not belonging to a citizen of the United States; and, if she have on board any articles of foreign growth or manufacture, or distilled spirits, other than sea-stores, she shall, together with her tackle, apparel, and furniture, and the lading found on board, be forfeited. R. S., 4371.

Every vessel of twenty tons or upwards, entitled to be documented as a vessel of the United States, other than registered vessels, found trading between district and district, or between different places in the same district, or carrying on the fishery, without being enrolled and licensed, and every vessel of less than twenty tons and not less than five tons burden found trading or carrying on the fishery as aforesaid without a license obtained as provided by this title, shall be liable to a fine of thirty dollars at every port of arrival without such enrollment or license. But if the license shall have expired while the vessel was at sea, and there shall have been no opportunity to renew such license, then said fine of thirty dollars shall not be incurred. June 19, 1886.  
Sec. 7.

And so much of section four thousand three hundred and seventy-one of the Revised Statutes as relates to vessels entitled to be documented as vessels of the United States is hereby repealed.



R. S., 4372.

If any vessel be at sea at the expiration of the time for which the license was given, and the master of such vessel shall swear that such was the case, and shall also, within forty-eight hours after his arrival, deliver to the collector of the district in which he shall first arrive the license which shall have expired, the forfeiture prescribed in the preceding section shall not be incurred, nor shall the vessel be liable to pay the fees and tonnage therein required.

R. S., 4377.

Whenever any licensed vessel is transferred, in whole or in part, to any person who is not at the time of such transfer a citizen of and resident within the United States, or is employed in any other trade than that for which she is licensed, or is found with a forged or altered license, or one granted for any other vessel, such vessel with her tackle, apparel, and furniture, and the cargo, found on board her, shall be forfeited. But vessels which may be licensed for the mackerel-fishery shall not incur such forfeiture by engaging in catching cod or fish of any other description whatever.

*256. Forfeiture of vessel and merchandise.*

R. S., 4378.

Any merchandise on board any vessel which belongs, in good faith, to any person other than the master, owner, or mariners of such vessel, and upon which the duties have been paid, or secured according to law, shall be exempted from any forfeiture under this Title [R. S., 4311–4390].

R. S., 4379.

In every case where a forfeiture of any vessel or merchandise shall accrue, it shall be the duty of the collector or other proper officer, who shall give notice of the seizure of such vessel or of such merchandise, to insert in the same advertisement the name and the place of residence of the person to whom any such vessel and merchandise belonged or were consigned, at the time of such seizure, if the same be known to him.

R. S., 4380.

All penalties and forfeitures which shall be incurred by virtue of this Title [R. S., 4311–4390] may be sued for, prosecuted, and recovered as penalties and forfeitures incurred by virtue of the laws relating to the collection of duties, and shall be appropriated in like manner; except when otherwise expressly prescribed.



## PART XVIII.—TRADE WITH ALASKA.

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257. Subject to coasting laws.  
258. Firearms and spirits.

259. Procedure.  
260. St. Paul and St. George islands.

### 257. *Subject to coasting laws.*

The laws of the United States relating to customs, commerce and navigation are extended to and over all the mainland, islands, and waters of the territory ceded to the United States by the Emperor of Russia by treaty concluded at Washington on the thirtieth day of March, anno Domini eighteen hundred and sixty-seven, so far as the same may be applicable thereto. R. S., 1954.

The coasting-trade between the territory ceded to the United States by the Emperor of Russia and any other portion of the United States shall be regulated in accordance with the provisions of law applicable to such trade between any two great districts. R. S., 4358.

### 258. *Firearms and spirits.*

The President shall have power to restrict and regulate or to prohibit the importation and use of firearms, ammunition, and distilled spirits into and within the Territory of Alaska. The exportation of the same from any other port or place in the United States, when destined to any port or place in that Territory, and all such arms, ammunition, and distilled spirits, exported or attempted to be exported from any port or place in the United States and destined for such Territory, in violation of any regulations that may be prescribed under this section, and all such arms, ammunition, and distilled spirits landed or attempted to be landed or used at any port or place in the Territory, in violation of such regulations, shall be forfeited; and if the value of the same exceeds four hundred dollars the vessel upon which the same is found, or from which they have been landed, together with her tackle, apparel, and furniture and cargo, shall be forfeited; and any person willfully violating such regulations shall be fined not more than five hundred dollars, or imprisoned not more than six months. Bonds may be required for a faithful observance of such regulations from the master or owners of any vessel departing from any port in the United States having on board firearms, ammunition, or distilled spirits, when such vessel is destined to any place in the Territory, or if not so destined, when there is reasonable ground of suspicion that such articles are intended to be landed therein in violation of law; and similar bonds may also be required on the landing of any such articles in the Territory from the person to whom the same may be consigned. R. S., 1955.



May 17, 1884.  
Sec. 14.

And the importation, manufacture and sale of intoxicating liquors in said district except for medicinal, mechanical and scientific purposes is hereby prohibited under the penalties which are provided in section nineteen hundred and fifty-five of the Revised Statutes for the wrongful importation of distilled spirits. The President of the United States shall make such regulations as are necessary to carry out the provisions of this section.

**259. Procedure.**

R. S., 1957.

Until otherwise provided by law, all violations of this chapter [R. S., 1954–1976], and of the several laws hereby extended to the Territory of Alaska and the waters thereof, committed within the limits of the same, shall be prosecuted in any district court of the United States in California or Oregon, or in the district courts of Washington; and the collector and deputy collectors appointed for Alaska Territory, and any person authorized in writing by either of them, or by the Secretary of the Treasury, shall have power to arrest persons and seize vessels and merchandise liable to fines, penalties, or forfeitures under this and the other laws extended over the Territory, and to keep and deliver the same to the marshal of some one of such courts; and such courts shall have original jurisdiction, and may take cognizance of all cases arising under this act and the several laws hereby extended over the Territory, and shall proceed therein in the same manner and with the like effect as if such cases had arisen within the district or Territory where the proceedings are brought.

R. S., 1958.

In all cases of fine, penalty, or forfeiture, embraced in the act approved March three, seventeen hundred and ninety-seven, chapter thirteen [R. S., 5292], or mentioned in any act in addition to or amendatory of such act, that have occurred or may occur in the collection district of Alaska, the Secretary of the Treasury is authorized, if in his opinion the fine, penalty, or forfeiture was incurred without wilful negligence or intention of fraud, to ascertain the facts in such manner and under such regulations as he may deem proper without regard to the provisions of the act above referred to, and upon the facts so to be ascertained, he may exercise all the power of remission conferred upon him by that act, as fully as he might have done had such facts been ascertained under and according to the provisions of that act.

**260. St. Paul and St. George islands.**

R. S., 1959.

The islands of Saint Paul and Saint George, in Alaska, are declared a special reservation for Government purposes; and until otherwise provided by law it shall be unlawful for any person to land or remain on either of those islands, except by the authority of the Secretary of the Treasury; and any person found on either of those islands contrary to the provisions hereof shall be summarily removed; and it shall be the duty of the Secretary of War to carry this section into effect.



## PART XIX.—SEAL FISHERIES.

261. Act of February 21, 1893.  
262. Act of April 6, 1894.

263. Provisions of Revised Statutes.

### 261. *Act of February 21, 1893.*

Whenever the Government of the United States shall conclude an effective international arrangement for the protection of fur seals in the North Pacific Ocean, by agreement with any power, or as a result of the decision of the tribunal of arbitration under the convention concluded between the United States and Great Britain February twenty-ninth, eighteen hundred and ninety-two, and so long as such arrangement shall continue, the provisions of section nineteen hundred and fifty-six of the Revised Statutes, and all other provisions of the statutes of the United States, so far as the same may be applicable, relative to the protection of fur seals and other fur-bearing animals within the limits of Alaska or in the waters thereof, shall be extended to and over all that portion of the Pacific Ocean included in such international arrangement. Feb. 21, 1893.

Whenever an effective international arrangement is concluded as aforesaid, it shall be the duty of the President to declare that fact by proclamation, and to designate the portion of the Pacific Ocean to which it is applicable, and that this act has become operative; and likewise when such arrangement ceases, to declare that fact and that this act has become inoperative, and his proclamation with respect thereto shall be conclusive.

During the extension as aforesaid of said laws for the protection of fur seals and other fur-bearing animals all violations thereof in said designated portion of the Pacific Ocean shall be held to be the same as if committed within the limits of Alaska or in the waters thereof, but they may be prosecuted either in the district court of Alaska or in any district court of the United States in California, Oregon, or Washington.

### 262. *Act of April 6, 1894.*

Whereas the following articles of the award of the Tribunal of Arbitration constituted under the treaty concluded at Washington the twenty-ninth of February, eighteen hundred and ninety-two, between the United States of America and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland were delivered to the agents of the respective governments on the fifteenth day of August, eighteen hundred and ninety-three: April 6, 1894.



## ARTICLE 1.

The governments of the United States and Great Britain shall forbid their citizens and subjects respectively to kill, capture, or pursue at any time, and in any manner whatever, the animals commonly called fur seals, within a zone of sixty miles around the Pribilof Islands, inclusive of the territorial waters.

The miles mentioned in the preceding paragraph are geographical miles, of sixty to a degree of latitude.

## ARTICLE 2.

The two governments shall forbid their citizens and subjects respectively to kill, capture or pursue, in any manner whatever, during the season extending, each year, from the first of May to the thirty-first of July, both inclusive, the fur seals on the high sea, in the part of the Pacific Ocean, inclusive of the Bering Sea, which is situated to the north of the thirty-fifth degree of north latitude, and eastward of the one hundred and eightieth degree of longitude from Greenwich till it strikes the water boundary described in article one of the treaty of eighteen hundred and sixty-seven between the United States and Russia, and following that line up to Berings Straits.

## ARTICLE 3.

During the period of time and in the waters in which the fur-seal fishing is allowed, only sailing vessels shall be permitted to carry on or take part in fur-seal fishing operations. They will however be at liberty to avail themselves of the use of such canoes or undecked boats, propelled by paddles, oars, or sails, as are in common use as fishing boats.

## ARTICLE 4.

Each sailing vessel authorized to fish for fur seals must be provided with a special license issued for that purpose by its Government, and shall be required to carry a distinguishing flag to be prescribed by its Government.

## ARTICLE 5.

The masters of the vessels engaged in fur-seal fishing shall enter accurately in their official log book the date and place of each fur-seal fishing operation, and also the number and sex of the seals captured upon each day. These entries shall be communicated by each of the two governments to the other at the end of each fishing season.

## ARTICLE 6.

The use of nets, firearms and explosives shall be forbidden in the fur-seal fishing. This restriction shall not apply to shotguns when such fishing takes place outside of Behring sea, during the season when it may be lawfully carried on.



## ARTICLE 7.

The two governments shall take measures to control the fitness of the men authorized to engage in fur-seal fishing; these men shall have been proved fit to handle with sufficient skill the weapons by means of which this fishing may be carried on.

## ARTICLE 8.

The regulations contained in the preceding articles shall not apply to Indians dwelling on the coast of the territory of the United States or of Great Britain, and carrying on fur-seal fishing in canoes or undecked boats not transported by or used in connection with other vessels and propelled wholly by paddles, oars or sails and manned by not more than five persons each in the way hitherto practiced by the Indians, provided such Indians are not in the employment of other persons and provided that, when so hunting in canoes or undecked boats, they shall not hunt fur seals outside of territorial waters under contract for the delivery of the skins to any person.

This exemption shall not be construed to affect the municipal law of either country, nor shall it extend to the waters of Behring Sea or the waters of the Aleutian Passes.

Nothing herein contained is intended to interfere with the employment of Indians as hunters or otherwise in connection with fur sealing vessels as heretofore.

## ARTICLE 9.

The concurrent regulations hereby determined with a view to the protection and preservation of the fur seals, shall remain in force until they have been, in whole or in part, abolished or modified by common agreement between the governments of the United States and of Great Britain.

The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested governments to consider whether, in the light of past experience, there is occasion for any modification thereof.

*Now therefore, be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That no citizen of the United States, or person owing the duty of obedience to the laws or the treaties of the United States, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, at any time, or in any manner whatever, outside of territorial waters, any fur seal in the waters surrounding the Pribilof Islands within a zone of sixty geographical miles (sixty to a degree of latitude) around said islands, inclusive of the territorial waters.

That no citizen of the United States, or person above described in section one of this act, nor any person belonging to or on board of a vessel of the United States, shall kill, capture, or pursue, in any manner whatever, during the season extending from the first day of May to the

Sec. 2.



thirty-first day of July, both inclusive, in each year, any fur seal on the high seas outside of the zone mentioned in section one, and in that part of the Pacific Ocean, including Behring Sea, which is situated to the north of the thirty-fifth degree of north latitude and to the east of the one hundred and eightieth degree of longitude from Greenwich till it strikes the water boundary described in article one of the treaty of eighteen hundred and sixty-seven, between the United States and Russia, and following that line up to Behring Straits.

Sec. 3.

No citizen of the United States or person above described, in the first section of this Act, shall, during the period and in the waters in which by section two of this Act the killing of fur seals is not prohibited, use or employ any vessel, nor shall any vessel of the United States be used or employed, in carrying on or taking part in fur-seal fishing operations, other than a sailing vessel propelled by sails exclusively, and such canoes or undecked boats, propelled by paddles, oars, or sails as may belong to, and be used in connection with, such sailing vessels; nor shall any sailing vessel carry on or take part in such operations without a special license obtained from the Government for that purpose, and without carrying a distinctive flag prescribed by the Government for the same purpose.

Sec. 4.

That every master of a vessel licensed under this act to engage in fur-seal fishing operations shall accurately enter in his official log book the date and place of every such operation, and also the number and sex of the seals captured each day; and on coming into port, and before landing cargo, the master shall verify, on oath, such official log book as containing a full and true statement of the number and character of his fur-seal fishing operations, including the number and sex of seals captured; and for any false statement willfully made by a person so licensed by the United States in this behalf he shall be subject to the penalties of perjury; and any seal skins found in excess of the statement in the official log book shall be forfeited to the United States.

Sec. 5.

That no person or vessel engaging in fur-seal fishing operations under this Act shall use or employ in any such operations, any net, firearm, airgun, or explosive: *Provided however*, That this prohibition shall not apply to the use of shotguns in such operations outside of Behring Sea during the season when the killing of fur seals is not there prohibited by this Act.

Sec. 6.

That the foregoing sections of this act shall not apply to Indians dwelling on the coast of the United States, and taking fur seals in canoes or undecked boats propelled wholly by paddles, oars, or sails, and not transported by or used in connection with other vessels, or manned by more than five persons, in the manner heretofore practiced by the said Indians: *Provided, however*, That the exception made in this section shall not apply to Indians in the employment of other persons, or who shall kill, capture, or pursue fur seals outside of territorial waters under contract to deliver the skins to other persons; nor to the waters of Behring Sea or of the passes between the Aleutian Islands.



That the President shall have power to make regulations respecting the special license and the distinctive flag mentioned in this Act and regulations otherwise suitable to secure the due execution of the provisions of this act, and from time to time to add to, modify, amend, or revoke such regulations, as in his judgment may seem expedient. Sec. 7.

That, except in the case of a master making a false statement under oath in violation of the provisions of the fourth section of this Act, every person guilty of a violation of the provisions of this Act, or of the regulations made thereunder, shall for each offense be fined not less than two hundred dollars, or imprisoned not more than six months, or both; and all vessels, their tackle, apparel, furniture, and cargo, at any time used or employed in violation of this Act, or of the regulations made thereunder, shall be forfeited to the United States. Sec. 8.

That any violation of this Act, or of the regulations made thereunder, may be prosecuted either in the district court of Alaska or in any district court of the United States in California, Oregon, or Washington. Sec. 9.

That if any unlicensed vessel of the United States shall be found within the waters to which this Act applies, and at a time when the killing of fur seals is by this Act there prohibited, having on board seal skins or bodies of seals, or apparatus, or implements suitable for killing or taking seals; or if any licensed vessel shall be found in the waters to which this Act applies, having on board apparatus or implements suitable for taking seals, but forbidden then and there to be used, it shall be presumed that the vessel in the one case and the apparatus or implements in the other was or were used in violation of this Act until it is otherwise sufficiently proved. Sec. 10.

That it shall be the duty of the President to cause a sufficient naval force to cruise in the waters to which this Act is applicable to enforce its provisions, and it shall be the duty of the commanding officer of any vessel belonging to the naval or revenue service of the United States, when so instructed by the President, to seize and arrest all vessels of the United States found by him to be engaged, used, or employed in the waters last aforesaid in violation of any of the prohibitions of this Act, or of any regulations made thereunder, and to take the same, with all persons on board thereof, to the most convenient port in any district of the United States mentioned in this Act, there to be dealt with according to law. Sec. 11.

That any vessel or citizen of the United States, or person described in the first section of this Act, offending against the prohibitions of this Act or the regulations thereunder, may be seized and detained by the naval or other duly commissioned officers of Her Majesty the Queen of Great Britain, but when so seized and detained they shall be delivered as soon as practicable, with any witnesses and proofs on board, to any naval or revenue officer or other authorities of the United States, whose courts alone shall have jurisdiction to try the offense and impose the penalties for the same: *Provided, however,* That British officers shall arrest and detain vessels and persons as in this sec- Sec. 12.



tion specified only after, by appropriate legislation, Great Britain shall have authorized officers of the United States duly commissioned and instructed by the President to that end to arrest, detain, and deliver to the authorities of Great Britain vessels and subjects of that Government offending against any statutes or regulations of Great Britain enacted or made to enforce the award of the treaty mentioned in the title of this Act.

**263. *Provisions of Revised Statutes.***

R. S., 1956.

No person shall kill any otter, mink, marten, sable, or fur-seal, or other fur-bearing animal within the limits of Alaska Territory, or in the waters thereof; and every person guilty thereof shall, for each offense, be fined not less than two hundred nor more than one thousand dollars, or imprisoned not more than six months, or both; and all vessels, their tackle, apparel, furniture and cargo, found engaged in violation of this section shall be forfeited; but the Secretary of the Treasury shall have power to authorize the killing of any such mink, marten, sable, or other fur-bearing animal, except fur-seals, under such regulation as he may prescribe; and it shall be the duty of the Secretary to prevent the killing of any fur-seal, and to provide for the execution of the provisions of this section until it is otherwise provided by law; nor shall he grant any special privileges under this section.

Mar. 2, 1889.  
Sec. 3.

R. S., 1956.

Section nineteen hundred and fifty-six of the Revised Statutes of the United States is hereby declared to include and apply to all the dominion of the United States in the waters of Behring Sea; and it shall be the duty of the President, at a timely season in each year, to issue his proclamation and cause the same to be published for one month in at least one newspaper if any such there be published at each United States port of entry on the Pacific coast, warning all persons against entering said waters for the purpose of violating the provisions of said section; and he shall also cause one or more vessels of the United States to diligently cruise said waters and arrest all persons, and seize all vessels found to be, or to have been, engaged in any violation of the laws of the United States therein.

R. S., 1960.

It shall be unlawful to kill any fur-seal upon the islands of Saint Paul and Saint George, or in the waters adjacent thereto, except during the months designated by the Secretary of the Treasury and the number to be taken on or about each island respectively to be designated by him; and it shall be unlawful to kill such seals at any time by the use of fire-arms, or by other means tending to drive the seals away from those islands; but the natives of the islands shall have the privilege of killing such young seals as may be necessary for their own food and clothing during other months, and also such old seals as may be required for their own clothing, and for the manufacture of boats for their own use; and the killing in such cases shall be limited and controlled by such regulations as may be prescribed by the Secretary of the Treasury.



It shall be unlawful to kill any female seal, or any seal less than one year old, at any season of the year, except as above provided; and it shall also be unlawful to kill any seal in the waters adjacent to the islands of Saint Paul and Saint George, or on the beaches, cliffs, or rocks where they haul up from the sea to remain; and every person who violates the provisions of this or the preceding section shall be punished for each offense by a fine of not less than two hundred dollars nor more than one thousand dollars, or by imprisonment not more than six months, or by both such fine and imprisonment; and all vessels, their tackle, apparel, and furniture, whose crews are found engaged in the violation of either this or the preceding section, shall be forfeited to the United States. R. S., 1961.

When the lease heretofore made by the Secretary of the Treasury to "The Alaska Commercial Company," of the right to engage in taking fur-seals on the islands of Saint Paul and Saint George, pursuant to the act of July one, one thousand eight hundred and seventy, chapter one hundred and eighty nine, [R. S. 1957, 1960-1971, 5293] or when any future similar lease expires, or is surrendered, forfeited, or terminated, the Secretary shall lease to proper and responsible parties, for the best advantage of the United States, having due regard to the interests of the Government, the native inhabitants, their comfort, maintenance, and education, as well as to the interests of the parties heretofore engaged in trade and the protection of the fisheries, the right of taking fur-seals on the islands herein named, and of sending a vessel or vessels to the islands for the skins of such seal, for the term of twenty years, at an annual rental of not less than fifty thousand dollars, to be reserved in such lease and secured by a deposit of United States bonds to that amount; and every such lease shall be duly executed in duplicate, and shall not be transferable. R. S., 1963.

The Secretary of the Treasury shall take from the lessees of such islands in all cases a bond, with securities, in a sum not less than five hundred thousand dollars, conditioned for the faithful observance of all the laws and requirements of Congress, and the regulations of the Secretary of the Treasury, touching the taking of fur-seals and the disposing of the same, and for the payment of all taxes and dues accruing to the United States connected therewith. R. S., 1964.

No persons other than American citizens shall be permitted, by lease or otherwise, to occupy the islands of Saint Paul and Saint George, or either of them, for the purpose of taking the skins of fur-seals therefrom, nor shall any foreign vessels be engaged in taking such skins; and the Secretary of the Treasury shall vacate and declare any lease forfeited if the same be held or operated for the use, benefit, or advantage, directly or indirectly, of any persons other than American citizens. R. S., 196

Every lease shall contain a covenant on the part of the lessee that he will not keep, sell, furnish, give, or dispose of any distilled spirits or spirituous liquors on either of R. S., 1966.



those islands to any of the natives thereof, such person not being a physician and furnishing the same for use as medicine; and every revenue officer, officially acting as such, on either of the islands, shall seize and destroy any distilled or spirituous liquors found thereon; but such officer shall make detailed reports of his doings in that matter to the collector of the port.

R. S., 1967.

Every person who kills any fur-seal on either of those islands, or in the waters adjacent thereto, without authority of the lessees thereof, and every person who molests, disturbs, or interferes with the lessees, or either of them, or their agents or employés, in the lawful prosecution of their business, under the provisions of this chapter, shall for each offense be punished as prescribed in section nineteen hundred and sixty-one; and all vessels, their tackle, apparel, appurtenances, and cargo, whose crews are found engaged in any violation of the provisions of sections nineteen hundred and sixty-five to nineteen hundred and sixty-eight, inclusive, shall be forfeited to the United States.

R. S., 1968.

If any person or company, under any lease herein authorized, knowingly kills, or permits to be killed, any number of seals exceeding the number for each island in this chapter prescribed, such person or company shall, in addition to the penalties and forfeitures herein provided, forfeit the whole number of the skins of seals killed in that year, or, in case the same have been disposed of, then such person or company shall forfeit the value of the same.

R. S., 1969.

In addition to the annual rental required to be reserved in every lease, as provided in section nineteen hundred and sixty-three, a revenue tax or duty of two dollars is laid upon each fur-seal skin taken and shipped from the islands of Saint Paul and Saint George, during the continuance of any lease, to be paid into the Treasury of the United States; and the Secretary of the Treasury is empowered to make all needful regulations for the collection and payment of the same, and to secure the comfort, maintenance, education, and protection of the natives of those islands, and also to carry into full effect all the provisions of this chapter except as otherwise prescribed.

R. S., 1970.

The Secretary of the Treasury may terminate any lease given to any person, company, or corporation on full and satisfactory proof of the violation of any of the provisions of this chapter or the regulations established by him.

R. S., 1971.

The lessees shall furnish to the several masters of vessels employed by them certified copies of the lease held by them respectively, which shall be presented to the government revenue-officer for the time being who may be in charge at the islands as the authority of the party for landing and taking skins.



## PART XX.—QUARANTINE AND BILLS OF HEALTH.

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264. Consular bill of health.  
265. Quarantine regulations.  
266. Quarantine inspection.  
267. Suspension of commerce.

268. Penalties.  
269. State health laws.  
270. Removal of cargo.  
271. Removal of custom-house.

### 264. *Consular bill of health.*

It shall be unlawful for any merchant ship or other vessel from any foreign port or place to enter any port of the United States except in accordance with the provisions of this act and with such rules and regulations of State and municipal health authorities as may be made in pursuance of, or consistent with, this act; and any such vessel which shall enter, or attempt to enter, a port of the United States in violation thereof shall forfeit to the United States a sum, to be awarded in the discretion of the court, not exceeding five thousand dollars, which shall be a lien upon said vessel, to be recovered by proceedings in the proper district court of the United States. In all such proceedings the United States district attorney for such district shall appear on behalf of the United States; and all such proceedings shall be conducted in accordance with the rules and laws governing cases of seizure of vessels for violation of the revenue laws of the United States.

Feb. 15, 1893.

Any vessel at any foreign port clearing for any port or place in the United States shall be required to obtain from the consul, vice-consul, or other consular officer of the United States at the port of departure, or from the medical officer where such officer has been detailed by the President for that purpose, a bill of health, in duplicate, in the form prescribed by the Secretary of the Treasury, setting forth the sanitary history and condition of said vessel, and that it has in all respects complied with the rules and regulations in such cases prescribed for securing the best sanitary condition of the said vessel, its cargo, passengers, and crew; and said consular or medical officer is required, before granting such duplicate bill of health, to be satisfied that the matters and things therein stated are true; and for his services in that behalf he shall be entitled to demand and receive such fees as shall by lawful regulation be allowed, to be accounted for as is required in other cases.

Sec. 2.



Aug. 18, 1894.

The President, in his discretion, is authorized to detail any medical officer of the Government to serve in the office of the consul at any foreign port for the purpose of furnishing information and making the inspection and giving the bills of health hereinbefore mentioned. Any vessel clearing and sailing from any such port without such bill of health, and entering any port of the United States, shall forfeit to the United States not more than five thousand dollars, the amount to be determined by the court, which shall be a lien on the same, to be recovered by proceedings in the proper district court of the United States. In all such proceedings the United States district attorney for such district shall appear on behalf of the United States; and all such proceedings shall be conducted in accordance with the rules and laws governing cases of seizure of vessels for violation of the revenue laws of the United States. The provisions of this section shall not apply to vessels plying between foreign ports on or near the frontiers of the United States and ports of the United States adjacent thereto; but the Secretary of the Treasury is hereby authorized, when, in his discretion, it is expedient for the preservation of the public health, to establish regulations governing such vessels.

Feb. 15, 1893.  
Sec. 3.

**265. Quarantine regulations.**

The Supervising Surgeon-General of the Marine-Hospital Service shall, immediately after this act takes effect, examine the quarantine regulations of all State and municipal boards of health, and shall, under the direction of the Secretary of the Treasury, coöperate with and aid State and municipal boards of health in the execution and enforcement of the rules and regulations of such boards and in the execution and enforcement of the rules and regulations made by the Secretary of the Treasury to prevent the introduction of contagious or infectious diseases into the United States from foreign countries, and into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia; and all rules and regulations made by the Secretary of the Treasury shall operate uniformly and in no manner discriminate against any port or place; and at such ports and places within the United States as have no quarantine regulations under State or municipal authority, where such regulations are, in the opinion of the Secretary of the Treasury, necessary to prevent the introduction of contagious or infectious diseases into the United States from foreign countries, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, and at such ports and places within the United States where quarantine regulations exist under the authority of the State or municipality which, in the opinion of the Secretary of the Treasury, are not sufficient to prevent the introduction of such diseases into the United States, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, the Secretary of the Treasury shall, if in his judgment it is nec-



essary and proper, make such additional rules and regulations as are necessary to prevent the introduction of such diseases into the United States from foreign countries, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, and when said rules and regulations have been made they shall be promulgated by the Secretary of the Treasury and enforced by the sanitary authorities of the States and municipalities, where the State or municipal health authorities will undertake to execute and enforce them; but if the State or municipal authorities shall fail or refuse to enforce said rules and regulations the President shall execute and enforce the same and adopt such measures as in his judgment shall be necessary to prevent the introduction or spread of such diseases, and may detail or appoint officers for that purpose. The Secretary of the Treasury shall make such rules and regulations as are necessary to be observed by vessels at the port of departure and on the voyage, where such vessels sail from any foreign port or place to any port or place in the United States, to secure the best sanitary condition of such vessel, her cargo, passengers, and crew; which shall be published and communicated to and enforced by the consular officers of the United States. None of the penalties herein imposed shall attach to any vessel or owner or officer thereof until a copy of this act, with the rules and regulations made in pursuance thereof, has been posted up in the office of the consul or other consular officer of the United States for ten days, in the port from which said vessel sailed; and the certificate of such consul or consular officer over his official signature shall be competent evidence of such posting in any court of the United States.

The Secretary of the Treasury shall from time to time issue to the consular officers of the United States and to the medical officers serving at any foreign port, and otherwise make publicly known, the rules and regulations made by him, to be used and complied with by vessels in foreign ports, for securing the best sanitary condition of such vessels, their cargoes, passengers, and crew, before their departure for any port in the United States, and in the course of the voyage; and all such other rules and regulations as shall be observed in the inspection of the same on the arrival thereof at any quarantine station at the port of destination, and for the disinfection and isolation of the same, and the treatment of cargo and persons on board, so as to prevent the introduction of cholera, yellow fever, or other contagious or infectious diseases; and it shall not be lawful for any vessel to enter said port to discharge its cargo, or land its passengers, except upon a certificate of the health officer at such quarantine station certifying that said rules and regulations have in all respects been observed and complied with, as well on his part as on the part of the said vessel and its master, in respect to the same and to its cargo, passengers, and crew; and the master of every such vessel shall produce and deliver to the collector of customs at said port of entry, together with the

Sec. 5.



other papers of the vessel, the said bills of health required to be obtained at the port of departure and the certificate herein required to be obtained from the health officer at the port of entry; and that the bills of health herein prescribed shall be considered as part of the ship's papers, and when duly certified to by the proper consular officer or other officer of the United States, over his official signature and seal, shall be accepted as evidence of the statements therein contained in any court of the United States.

**266. *Quarantine inspection.***

Sec. 6.

On the arrival of an infected vessel at any port not provided with proper facilities for treatment of the same, the Secretary of the Treasury may remand said vessel, at its own expense, to the nearest national or other quarantine station, where accommodations and appliances are provided for the necessary disinfection and treatment of the vessel, passengers, and cargo; and after treatment of any infected vessel at a national quarantine station, and after certificate shall have been given by the United States quarantine officer at said station that the vessel, cargo, and passengers are each and all free from infectious disease, or danger of conveying the same, said vessel shall be admitted to entry to any port of the United States named within the certificate. But at any ports where sufficient quarantine provision has been made by State or local authorities the Secretary of the Treasury may direct vessels bound for said ports to undergo quarantine at said State or local station.

**267. *Suspension of commerce.***

Sec. 7.

Whenever it shall be shown to the satisfaction of the President that by reason of the existence of cholera or other infectious or contagious diseases in a foreign country there is serious danger of the introduction of the same into the United States, and that notwithstanding the quarantine defense this danger is so increased by the introduction of persons or property from such country that a suspension of the right to introduce the same is demanded in the interest of the public health, the President shall have power to prohibit, in whole or in part, the introduction of persons and property from such countries or places as he shall designate and for such period of time as he may deem necessary.

Mar. 27, 1890.

Whenever it shall be made to appear to the satisfaction of the President that cholera, yellow fever, small-pox or plague exists in any State or Territory, or in the district of Columbia, and that there is danger of the spread of such disease into other States, Territories, or the District of Columbia, he is hereby authorized to cause the Secretary of the Treasury to promulgate such rules and regulations as in his judgment may be necessary to prevent the spread of such disease from one State or Territory into another, or from any State or Territory into the District of Columbia, or from the District of Columbia into any State or



Territory, and to employ such inspectors and other persons as may be necessary to execute such regulations to prevent the spread of such disease. The said rules and regulations shall be prepared by the Supervising Surgeon-General of the Marine Hospital Service under the direction of the Secretary of the Treasury. And any person who shall willfully violate any rule or regulation so made and promulgated shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not more than five hundred dollars, or imprisonment for not more than two years, or both, in the discretion of the court.

#### 268. *Penalties.*

Any officer, or person acting as an officer, or agent of the United States at any quarantine station, or other person employed to aid in preventing the spread of such disease, who shall willfully violate any of the quarantine laws of the United States, or any of the rules and regulations made and promulgated by the Secretary of the Treasury as provided for in Section 1 of this act, or any lawful order of his superior officer or officers, shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not more than three hundred dollars or imprisonment for not more than one year, or both, in the discretion of the court.

Mar. 27, 1890.

Sec. 2.

When any common carrier or officer, agent, or employé of any common carrier shall willfully violate any of the quarantine laws of the United States, or the rules and regulations made and promulgated as provided for in Section 1 of this act, such common carrier, officer, agent, or employé shall be deemed guilty of a misdemeanor, and shall, on conviction, be punished by a fine of not more than five hundred dollars, or imprisonment for not more than two years or both, in the discretion of the court.

Sec. 3.

Whenever any person shall trespass upon the grounds belonging to any quarantine reservation, \* \* \* such person, trespassing, \* \* \* shall, upon conviction thereof, pay a fine of not more than three hundred dollars, or be sentenced to imprisonment for a period of not more than thirty days, or shall be punished by both fine and imprisonment, at the discretion of the court. And it shall be the duty of the United States attorney in the district where the misdemeanor shall have been committed to take immediate cognizance of the offense, upon report made to him by any medical officer of the Marine-Hospital Service, or by any officer of the customs service, or by any State officer acting under authority of section five of said act.

Aug. 1, 1888.

#### 269. *State health laws.*

The quarantines and other restraints established by the health-laws of any State, respecting any vessels arriving in, or bound to, any port or district thereof, shall be duly observed by the officers of the customs revenue of the United States, by the masters and crews of the several revenue-cutters, and by the military officers commanding

R. S., 4792.



in any fort or station upon the sea-coast; and all such officers of the United States shall faithfully aid in the execution of such quarantines and health-laws, according to their respective powers and within their respective precincts, and as they shall be directed, from time to time, by the Secretary of the Treasury. But nothing in this Title [R. S., 4792-4800] shall enable any State to collect a duty of tonnage or impost without the consent of Congress.

R. S., 4793.

Whenever, by the health-laws of any State, or by the regulations made pursuant thereto, any vessel arriving within a collection-district of such State is prohibited from coming to the port of entry or delivery by law established for such district, and such health laws require or permit the cargo of the vessel to be unladen at some other place within or near to such district, the collector, after due report to him of the whole of such cargo, may grant his warrant or permit for the unlading and discharge thereof, under the care of the surveyor, or of one or more inspectors, at some other place where such health-laws permit, and upon the conditions and restrictions which shall be directed by the Secretary of the Treasury, or which such collector may, for the time, deem expedient for the security of the public revenue.

**270. *Removal of cargo.***

R. S., 4794.

There shall be purchased or erected, under the orders of the President, suitable warehouses, with wharfs and inclosures, where merchandise may be unladen and deposited, from any vessel which shall be subject to a quarantine, or other restraint, pursuant to the health-laws of any State, at such convenient places therein as the safety of the public revenue and the observance of such health-laws may require.

R. S., 4795.

Whenever the cargo of a vessel is unladen at some other place than the port of entry or delivery under the foregoing provisions, all the articles of such cargo shall be deposited, at the risk of the parties concerned therein, in such public or other warehouses or inclosures as the collector shall designate, there to remain under the joint custody of such collector and of the owner, or master, or other person having charge of such vessel, until the same are entirely unladen or discharged, and until the articles so deposited may be safely removed without contravening such health-laws. And when such removal is allowed, the collector having charge of such articles may grant permits to the respective owners or consignees, their factors or agents, to receive all merchandise which has been entered, and the duties accruing upon which have been paid, upon the payment by them of a reasonable rate of storage; which shall be fixed by the Secretary of the Treasury for all public warehouses and inclosures.

R. S., 4796.

The Secretary of the Treasury is authorized, whenever a conformity to such quarantines and health-laws requires it, and in respect to vessels subject thereto, to prolong the



terms limited for the entry of the same, and the report or entry of their cargoes, and to vary or dispense with any other regulations applicable to such reports or entries. No part of the cargo of any vessel shall, however, in any case, be taken out or unladen therefrom, otherwise than is allowed by law, or according to the regulations hereinafter established.

**271.** *Removal of custom-house.*

Whenever, by the prevalence of any contagious or epidemic disease in or near the place by law established as the port of entry for any collection-district, it becomes dangerous or inconvenient for the officers of the revenue employed therein to continue the discharge of their respective offices at such port, the Secretary of the Treasury, or, in his absence, the Comptroller, may direct the removal of the officers of the revenue from such port to any other more convenient place, within, or as near as may be to, such collection-district. And at such place such officers may exercise the same powers, and shall be liable to the same duties, according to existing circumstances, as in the port or district established by law. Public notice of any such removal shall be given as soon as may be.

R. S., 4797.



## PART XXI.—IMMIGRATION.

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|-----------------------------------------------|--------------------------------------------|
| 272. Head money.                              | 278. Deportation of prohibited immigrants. |
| 273. Lists, tickets, and examination.         | 279. Prohibited immigration.               |
| 274. Inspection.                              | 280. Appeals in certain cases.             |
| 275. Foreign convicts to be deported.         | 281. Posting of laws.                      |
| 276. Alien contract and assisted immigration. | 282. Miscellaneous provisions.             |
| 277. Inspection.                              |                                            |

### 272. *Head money.*

Aug. 3, 1882.

Aug. 18, 1894.

There shall be levied, collected, and paid a duty of one dollar for each and every passenger not a citizen of the United States who shall come by steam or sail vessel from a foreign port to any port within the United States. The said duty shall be paid to the collector of customs of the port to which such passenger shall come, or if there be no collector at such port, then to the collector of customs nearest thereto, by the master, owner, agent, or consignee of every such vessel, within twenty-four hours after the entry thereof into such port. The money thus collected shall be paid into the United States Treasury, and shall constitute a fund to be called the immigrant fund, and shall be used, under the direction of the Secretary of the Treasury, to defray the expense of regulating immigration under this act, and for the care of immigrants arriving in the United States, for the relief of such as are in distress, and for the general purposes and expenses of carrying this act into effect. The duty imposed by this section shall be a lien upon the vessels which shall bring such passengers into the United States, and shall be a debt in favor of the United States against the owner or owners of such vessels; and the payment of such duty may be enforced by any legal or equitable remedy. *Provided*, That no greater sum shall be expended for the purposes hereinbefore mentioned, at any port, than shall have been collected at such port.

### 273. *Lists, tickets, and examination.*

Mar. 3, 1893.

In addition to conforming to all present requirements of law, upon the arrival of any alien immigrants by water at any port within the United States, it shall be the duty of the master or commanding officer of the steamer or sailing vessel having said immigrants on board to deliver to the proper inspector of immigration at the port lists or manifests made at the time and place of embarkation of such



alien immigrants on board such steamer or vessel, which shall, in answer to questions at the top of said lists, state as to each immigrant the full name, age, and sex, whether married or single; the calling or occupation; whether able to read or write; the nationality; the last residence; the seaport for landing in the United States; the final destination, if any, beyond the seaport of landing; whether having a ticket through to such final destination; whether the immigrant has paid his own passage or whether it has been paid by other persons or by any corporation, society, municipality, or government; whether in possession of money, and if so, whether upwards of thirty dollars and how much if thirty dollars or less; whether going to join a relative, and if so, what relative and his name and address; whether ever before in the United States, and if so, when and where; whether ever in prison or almshouse or supported by charity; whether a polygamist; whether under contract, express or implied, to perform labor in the United States; and what is the immigrant's condition of health mentally and physically, and whether deformed or crippled, and if so, from what cause.

The immigrants shall be listed in convenient groups and no one list or manifest shall contain more than thirty names. To each immigrant or head of a family shall be given a ticket on which shall be written his name, a number or letter designating the list, and his number on the list, for convenience of identification on arrival. Each list or manifest shall be verified by the signature and the oath or affirmation of the master or commanding officer or of the officer first or second below him in command, taken before the United States consul or consular agent at the port of departure, before the sailing of said vessel, to the effect that he has made a personal examination of each and all of the passengers named therein, and that he has caused the surgeon of said vessel sailing therewith to make a physical examination of each of said passengers, and that from his personal inspection and the report of said surgeon he believes that no one of said passengers is an idiot or insane person, or a pauper or likely to become a public charge, or suffering from a loathsome or dangerous contagious disease, or a person who has been convicted of a felony or other infamous crime or misdemeanor involving moral turpitude, or a polygamist, or under a contract or agreement, express or implied, to perform labor in the United States, and that also, according to the best of his knowledge and belief, the information in said list or manifest concerning each of said passengers named therein is correct and true. Sec. 2.

The surgeon of said vessel sailing therewith shall also sign each of said lists or manifests before the departure of said vessel, and make oath or affirmation in like manner before said consul or consular agent, stating his professional experience and qualifications as a physician and surgeon, and that he has made a personal examination of each of the passengers named therein and that said list or mani- Sec. 3.



fest, according to the best of his knowledge and belief, is full, correct, and true in all particulars relative to the mental and physical condition of said passengers. If no surgeon sails with any vessel bringing alien immigrants, the mental and physical examinations and the verifications of the lists or manifests may be made by some competent surgeon employed by the owners of the vessel.

Sec. 4.

In the case of the failure of said master or commanding officer of said vessel to deliver to the said inspector of immigration lists or manifests, verified as aforesaid, containing the information above required as to all alien immigrants on board, there shall be paid to the collector of customs at the port of arrival the sum of ten dollars for each immigrant qualified to enter the United States concerning whom the above information is not contained in any list as aforesaid, or said immigrant shall not be permitted so to enter the United States, but shall be returned like other excluded persons.

Sec. 5.

Mar. 2, 1895.

It shall be the duty of every inspector of arriving alien immigrants to detain for a special inquiry, under section one of the immigration act of March third, eighteen hundred and ninety-one, every person who may not appear to him to be clearly and beyond doubt entitled to admission, and all special inquiries shall be conducted by not less than four officials acting as inspectors, to be designated in writing by the Secretary of the Treasury or the commissioner-general of immigration, for conducting special inquiries; and no immigrant shall be admitted on special inquiry except after a favorable decision made by at least three of said inspectors; and any decision to admit shall be subject to appeal by any dissenting inspector to the commissioner-general of immigration, whose action shall be subject to review by the Secretary of the Treasury, as provided in section eight of said immigration act of March third, eighteen hundred and ninety-one.

#### 274. *Inspection.*

Aug. 3, 1882.  
Sec. 2.

The Secretary of the Treasury is hereby charged with the duty of executing the provisions of this act and with supervision over the business of immigration to the United States, and for that purpose he shall have power to enter into contracts with such State commission, board, or officers as may be designated for that purpose by the governor of any State to take charge of the local affairs of immigration in the ports within said State, and to provide for the support and relief of such immigrants therein landing as may fall into distress or need public aid, under the rules and regulations to be prescribed by said Secretary; and it shall be the duty of such State commission, board or officers so designated to examine into the condition of passengers arriving at the ports within such State, in any ship or vessel, and for that purpose all or any of such commissioners or officers or such other person or persons as they shall appoint, shall be authorized to go on board of and through any such ship or vessel; and if on such examination there



shall be found among such passengers any convict, lunatic, idiot, or any person unable to take care of himself or herself without becoming a public charge, they shall report the same in writing to the collector of such port, and such person shall not be permitted to land.

All duties imposed and powers conferred by the second section of the Act of August third, eighteen hundred and eighty-two upon State commissioners, boards or officers acting under contract with the Secretary of the Treasury shall be performed and exercised, as occasion may arise, by the inspection officers of the United States.

Mar. 3, 1891.  
Sec. 8.

The Secretary of the Treasury shall establish such regulations and rules and issue from time to time such instructions not inconsistent with law as he shall deem best calculated to protect the United States and immigrants into the United States from fraud and loss, and for carrying out the provisions of this act and the immigration laws of the United States; and he shall prescribe all forms of bonds, entries, and other papers to be used under and in the enforcement of the various provisions of this act.

Aug. 3, 1882.  
Sec. 3.

**275. *Foreign convicts to be deported.***

All foreign convicts except those convicted of political offenses, upon arrival, shall be sent back to the nations to which they belong and from whence they came. The Secretary of the Treasury may designate the State board of charities of any State in which such board shall exist by law, or any commission in any State, or any person or persons in any State whose duty it shall be to execute the provisions of this section without compensation. The Secretary of the Treasury shall prescribe regulations for the return of the aforesaid persons to the countries from whence they came, and shall furnish instructions to the board, commission, or persons charged with the execution of the provisions of this section as to the mode of procedure in respect thereto, and may change such instructions from time to time. The expense of such return of the aforesaid persons not permitted to land shall be borne by the owners of the vessel in which they came.

Aug. 3, 1882.  
Sec. 4.

**276. *Alien contract and assisted immigration.***

From and after the passage of this act it shall be unlawful for any person, company, partnership, or corporation, in any manner whatsoever, to prepay the transportation, or in any way assist or encourage the importation or migration of any alien or aliens, any foreigner or foreigners, into the United States, its Territories, or the District of Columbia, under contract or agreement, parol or special, express or implied, made previous to the importation or migration of such alien or aliens, foreigner or foreigners, to perform labor or service of any kind in the United States, its Territories, or the District of Columbia.

Feb. 26, 1885.

All contracts or agreements, express or implied, parol or special, which may hereafter be made by and between

Sec. 2.



any person, company, partnership, or corporation, and any foreigner or foreigners, alien or aliens, to perform labor or service or having reference to the performance of labor or service by any person in the United States, its Territories, or the District of Columbia, previous to the migration or importation of the person or persons whose labor or service is contracted for into the United States, shall be utterly void and of no effect.

Sec. 3.

For every violation of any of the provisions of section one of this act the person, partnership, company, or corporation violating the same, by knowingly assisting, encouraging or soliciting the migration or importation of any alien or aliens, foreigner or foreigners, into the United States, its Territories, or the District of Columbia, to perform labor or service of any kind under contract or agreement, express or implied, parol or special, with such alien or aliens, foreigner or foreigners, previous to becoming residents or citizens of the United States, shall forfeit and pay for every such offense the sum of one thousand dollars, which may be sued for and recovered by the United States or by any person who shall first bring his action therefor, including any such alien or foreigner who may be a party to any such contract or agreement, as debts of like amount are now recovered in the circuit courts of the United States; the proceeds to be paid into the Treasury of the United States; and separate suits may be brought for each alien or foreigner being a party to such contract or agreement aforesaid. And it shall be the duty of the district attorney of the proper district to prosecute every such suit at the expense of the United States.

Sec. 4.

The master of any vessel who shall knowingly bring within the United States on any such vessel, and land, or permit to be landed, from any foreign port or place, any alien laborer, mechanic, or artisan who, previous to embarkation on such vessel, had entered into contract or agreement, parol or special, express or implied, to perform labor or service in the United States, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be punished by a fine of not more than five hundred dollars for each and every such alien laborer, mechanic or artisan so brought as aforesaid, and may also be imprisoned for a term not exceeding six months.

Sec. 5.

Nothing in this act shall be so construed as to prevent any citizen or subject of any foreign country temporarily residing in the United States, either in private or official capacity, from engaging, under contract or otherwise, persons not residents or citizens of the United States to act as private secretaries, servants, or domestics for such foreigner temporarily residing in the United States as aforesaid; nor shall this act be so construed as to prevent any person, or persons, partnership, or corporation from engaging, under contract or agreement, skilled workmen in foreign countries to perform labor in the United States in or upon any new industry not at present established in the United States: *Provided*, That skilled labor for that purpose can not be otherwise obtained; nor shall the provisions of this act



apply to professional actors, artists, lecturers, or singers, nor to persons employed strictly as personal or domestic servants, nor to ministers of any religious denomination; nor persons belonging to any recognized profession, nor professors for colleges and seminaries: *Provided*, That nothing in this act shall be construed as prohibiting any individual from assisting any member of his family to migrate from any foreign country to the United States, for the purpose of settlement here.

Mar. 3, 1891.  
Sec. 5.

No suit or proceeding for violations of said act of February twenty-sixth, eighteen hundred and eighty-five, prohibiting the importation and migration of foreigners under contract or agreement to perform labor shall be settled, compromised, or discontinued without the consent of the court entered of record with reasons therefor.

Mar. 3, 1891.  
Sec. 2.

It shall be deemed a violation of said act of February twenty-sixth, eighteen hundred and eighty-five, to assist or encourage the importation or migration of any alien by promise of employment through advertisements printed and published in any foreign country; and any alien coming to this country in consequence of such an advertisement shall be treated as coming under a contract as contemplated by such act; and the penalties by said act imposed shall be applicable in such a case: *Provided*, This section shall not apply to States and immigration bureaus of States advertising the inducements they offer for immigration to such States.

Sec. 3.

No steamship or transportation company or owners of vessels shall directly, or through agents, either by writing, printing, or oral representations, solicit, invite or encourage the immigration of any alien into the United States except by ordinary commercial letters, circulars, advertisements, or oral representations, stating the sailings of their vessels and the terms and facilities of transportation therein; and for a violation of this provision any such steamship or transportation company, and any such owners of vessels, and the agents by them employed, shall be subjected to the penalties imposed by the third section of said act of February twenty-sixth, eighteen hundred and eighty-five, for violations of the provisions of the first section of said act.

Sec. 4.

Any person who shall bring into or land in the United States by vessel or otherwise, or who shall aid to bring into or land in the United States by vessel or otherwise, any alien not lawfully entitled to enter the United States shall be deemed guilty of a misdemeanor, and shall, on conviction, be punished by a fine not exceeding one thousand dollars, or by imprisonment for a term not exceeding one year, or by both such fine and imprisonment.

Sec. 6.

No bond or guaranty, written or oral, that an alien immigrant shall not become a public charge shall be received from any person, company, corporation, charitable or benevolent society or association, unless authority to receive the same shall in each special case be given by the Commissioner-General of Immigration, with the written approval of the Secretary of the Treasury.

Mar. 3, 1893.  
Sec. 7.

Mar. 2, 1895.



**277. Inspection.**

Feb. 3, 1887.  
Sec. 6.

The Secretary of the Treasury is hereby charged with the duty of executing the provisions of this act, and for that purpose he shall have power to enter into contracts with such State commission, board, or officers as may be designated for that purpose, by the governor of any State to take charge of the local affairs of immigration in the ports within said State, under the rules and regulations to be prescribed by said Secretary; and it shall be the duty of such State commission, board, or officers so designated to examine into the condition of passengers arriving at the ports within such State in any ship or vessel, and for that purpose all or any of such commissioners or officers, or such other person or persons as they shall appoint, shall be authorized to go on board of and through any such ship or vessel; and if in such examination there shall be found among such passengers any person included in the prohibition in this act, they shall report the same in writing to the collector of such port, and such person shall not be permitted to land.

Sec. 7.

The Secretary of the Treasury shall establish such regulations and rules, and issue from time to time such instructions not inconsistent with law, as he shall deem best calculated for carrying out the provisions of this act; and he shall prescribe all forms of bonds, entries, and other papers to be used under and in the enforcement of the various provisions of this act.

Sec. 8.

Mar. 3, 1893.

Upon the arrival by water at any place within the United States of any alien immigrants it shall be the duty of the commanding officer and the agents of the steam or sailing vessel by which they came to report the name, nationality, last residence, and destination of every such alien, before any of them are landed, to the proper inspection officers, who shall thereupon go or send competent assistants on board such vessel and there inspect all such aliens, or the inspection officers may order a temporary removal of such aliens for examination at a designated time and place, and then and there detain them until a thorough inspection is made. But such a removal shall not be considered a landing during the pendency of such examination. The medical examination shall be made by any regular officers of the Marine-Hospital Service detailed therefor by the Secretary of the Treasury, and civil surgeons shall only be employed temporarily from time to time for specific emergencies, and the Secretary of the Treasury shall fix the compensation for such examination. The inspection officers and their assistants shall have power to administer oaths, and to take and consider testimony touching the right of any such aliens to enter the United States, all of which shall be entered of record. During such inspection after temporary removal the superintendent shall cause such aliens to be properly housed, fed, and cared for, and also, in his discretion, such as are delayed in proceeding to their destination after inspection. All decisions made by the inspection officers or their assistants touching the right of any alien to land, when adverse to such



right, shall be final unless appeal be taken to the commissioner-general of immigration, whose action shall be subject to review by the Secretary of the Treasury. It shall be the duty of the aforesaid officers and agents of such vessel to adopt due precautions to prevent the landing of any alien immigrant at any place or time other than that designated by the inspection officers, and any such officer or agent or person in charge of such vessel who shall either knowingly or negligently land or permit to land any alien immigrant at any place or time other than that designated by the inspection officers, shall be deemed guilty of a misdemeanor and punished by a fine not exceeding one thousand dollars, or by imprisonment for a term not exceeding one year, or by both such fine and imprisonment.

Mar. 2, 1895.

The Secretary of the Treasury may prescribe rules for inspection along the borders of Canada, British Columbia, and Mexico so as not to obstruct or unnecessarily delay, impede, or annoy passengers in ordinary travel between said countries: *Provided*, That not exceeding one inspector shall be appointed for each customs district, and whose salary shall not exceed twelve hundred dollars per year.

**278. *Deportation of prohibited immigrants.***

All persons included in the prohibition in this act, upon arrival, shall be sent back to the nations to which they belong and from whence they came. The Secretary of the Treasury may designate the State board of charities of any State in which such board shall exist by law, or any commission in any State, or any person or persons in any State, whose duty it shall be to execute the provisions of this section and shall be entitled to reasonable compensation therefor to be fixed by regulation prescribed by the Secretary of the Treasury. The Secretary of the Treasury shall prescribe regulations for the return of the aforesaid persons to the countries from whence they came, and shall furnish instructions to the board, commission, or persons charged with the execution of the provisions of this section as to the time of procedure in respect thereto, and may change such instructions from time to time. The expense of such return of the aforesaid persons not permitted to land shall be borne by the owners of the vessels in which they came. And any vessel refusing to pay such expenses shall not thereafter be permitted to land at or clear from any port of the United States. And such expenses shall be a lien on said vessel. The necessary expense in the execution of this act for the present fiscal year, shall be paid out of any money in the Treasury not otherwise appropriated.

Feb. 23, 1887  
Sec. 8.

The act approved February twenty-third, eighteen hundred and eighty-seven, entitled "An act to amend an act to prohibit the importation and immigration of foreigners and aliens under contract or agreement to perform labor in the United States, its Territories, and the District of Columbia," be, and the same is hereby, so amended as to authorize the Secretary of the Treasury, in case that he shall be satisfied that an immigrant has been allowed to land contrary to the prohibition of that law, to cause such

Oct. 19, 1887.



immigrant within the period of one year after landing or entry, to be taken into custody and returned to the country from whence he came, at the expense of the owner of the importing vessel; or, if he entered from an adjoining country, at the expense of the person previously contracting for the services.

Mar. 3, 1891.  
Sec. 10.

All aliens who may unlawfully come into the United States shall, if practicable, be immediately sent back on the vessel by which they were brought in. The cost of their maintenance while on land, as well as the expense of the return of such aliens, shall be borne by the owner or owners of the vessel on which such aliens came; and if any master, agent, consignee, or owner of such vessel shall refuse to receive back on board the vessel such aliens, or shall neglect to detain them thereon, or shall refuse or neglect to return them to the port from which they came, or to pay the cost of their maintenance while on land, such master, agent, consignee, or owner shall be deemed guilty of a misdemeanor, and shall be punished by a fine not less than three hundred dollars for each and every offense; and any such vessel shall not have clearance from any port of the United States while any such fine is unpaid.

Sec. 11.

Any alien who shall come into the United States in violation of law may be returned as by law provided, at any time within one year thereafter, at the expense of the person or persons, vessel, transportation company, or corporation bringing such alien into the United States, and if that can not be done, then at the expense of the United States; and any alien who becomes a public charge within one year after his arrival in the United States from causes existing prior to his landing therein shall be deemed to have come in violation of law and shall be returned as aforesaid.

#### 279. *Prohibited immigration.*

Mar. 3, 1891.  
Sec. 1.

The following classes of aliens shall be excluded from admission into the United States, in accordance with the existing acts regulating immigration, other than those concerning Chinese laborers: All idiots, insane persons, paupers or persons likely to become a public charge, persons suffering from a loathsome or a dangerous contagious disease, persons who have been convicted of a felony or other infamous crime or misdemeanor involving moral turpitude, polygamists, and also any person whose ticket or passage is paid for with the money of another or who is assisted by others to come, unless it is affirmatively and satisfactorily shown on special inquiry that such person does not belong to one of the foregoing excluded classes, or to the class of contract laborers excluded by the act of February twenty-sixth, eighteen hundred and eighty-five, but this section shall not be held to exclude persons living in the United States from sending for a relative or a friend who is not of the excluded classes under such regulations as the Secretary of the Treasury may prescribe: *Provided*, That nothing in this act shall be construed to apply to or exclude



persons convicted of a political offense, notwithstanding said political offense may be designated as a "felony, crime, infamous crime, or misdemeanor, involving moral turpitude" by the laws of the land whence he came or by the court convicting.

**280. Appeals in certain cases.**

It shall be unlawful for aliens of the following classes to immigrate into the United States, namely, persons who are undergoing a sentence for conviction in their own country of felonious crimes other than political or growing out of or the result of such political offenses, or whose sentence has been remitted on condition of their emigration, and women "imported for the purposes of prostitution."

Mar. 3, 1875.  
Sec. 5.

Every vessel arriving in the United States may be inspected under the direction of the collector of the port at which it arrives, if he shall have reason to believe that any such obnoxious persons are on board; and the officer making such inspection shall certify the result thereof to the master or other person in charge of such vessel, designating in such certificate the person or persons, if any there be, ascertained by him to be of either of the classes whose importation is hereby forbidden.

When such inspection is required by the collector as aforesaid, it shall be unlawful, without his permission, for any alien to leave any such vessel arriving in the United States from a foreign country until the inspection shall have been had and the result certified as herein provided.

And at no time thereafter shall any alien certified to by the inspecting officer as being of either of the classes whose immigration is forbidden by this section, be allowed to land in the United States, except in obedience to a judicial process issued pursuant to law.

If any person shall feel aggrieved by the certificate of such inspecting officer stating him or her to be within either of the classes whose immigration is forbidden by this section, and shall apply for release or other remedy to any proper court or judge, then it shall be the duty of the collector at said port of entry to detain said vessel until a hearing and determination of the matter are had, to the end that if the said inspector shall be found to be in accordance with this section and sustained, the obnoxious person or persons shall be returned on board of said vessel, and shall not thereafter be permitted to land, unless the master, owner, or consignee of the vessel shall give bond and security, to be approved by the court or judge hearing the cause, in the sum of five hundred dollars for each such person permitted to land, conditioned for the return of such person, within six months from the date thereof, to the country whence his or her emigration shall have taken place, or unless the vessel bringing such obnoxious person or persons shall be forfeited, in which event the proceeds of such forfeiture shall be paid over to the collector of the port of arrival, and applied by him, as far as necessary, to the return of such person or persons to his or her own country within the said period of six months.



And for all violations of this act, the vessel, by the acts, omissions, or connivance of the owners, master, or other custodian, or the consignees of which the same are committed, shall be liable to forfeiture, and may be proceeded against as in cases of frauds against the revenue laws, for which forfeiture is prescribed by existing law.

**281. *Posting of laws.***

Mar. 3, 1893.  
Sec. 8.

All steamship or transportation companies, and other owners of vessels, regularly engaged in transporting alien immigrants to the United States, shall twice a year file a certificate with the Secretary of the Treasury that they have furnished to be kept conspicuously exposed to view in the office of each of their agents in foreign countries authorized to sell emigrant tickets, a copy of the law of March third, eighteen hundred and ninety-one, and of all subsequent laws of this country relative to immigration, printed in large letters, in the language of the country where the copy of the law is to be exposed to view, and that they have instructed their agents to call the attention thereto of persons contemplating emigration before selling tickets to them; and in case of the failure for sixty days of any such company or any such owners to file such a certificate, or in case they file a false certificate, they shall pay a fine of not exceeding five hundred dollars, to be recovered in the proper United States court, and said fine shall also be a lien upon any vessel of said company or owners found within the United States.

**282. *Miscellaneous provisions.***

June 26, 1884.  
Sec. 22.

Until the provisions of section one, chapter three hundred and seventy-six, of the laws of eighteen hundred and eighty-two, shall be made applicable to passengers coming into the United States by land carriage, said provisions shall not apply to passengers coming by vessels employed exclusively in the trade between the ports of the United States and the ports of the Dominion of Canada or the ports of Mexico.

Mar. 3, 1875.  
Sec. 3.

The importation into the United States of women for the purposes of prostitution is hereby forbidden; and all contracts and agreements in relation thereto, made in advance or in pursuance of such illegal importation and purposes, are hereby declared void; and whoever shall knowingly and willfully import, or cause any importation of, women into the United States for the purposes of prostitution, or shall knowingly or willfully hold, or attempt to hold, any woman to such purposes, in pursuance of such illegal importation and contract or agreement, shall be deemed guilty of a felony, and, on conviction thereof, shall be imprisoned not exceeding five years and pay a fine not exceeding five thousand dollars.

Mar. 3, 1891.  
Sec. 9.

For the preservation of the peace and in order that arrests may be made for crimes under the laws of the States where the various United States immigrant stations are located, the officials in charge of such stations as occasion



may require shall admit therein the proper State and municipal officers charged with the enforcement of such laws, and for the purposes of this section the jurisdiction of such officers and of the local courts shall extend over such stations.

Nothing contained in this act shall be construed to affect any prosecution or other proceeding, criminal or civil, begun under any existing act or any acts hereby amended, but such prosecution or other proceedings, criminal or civil, shall proceed as if this act had not been passed.

Mar. 3, 1891.  
Sec. 12.

The circuit and district courts of the United States are hereby invested with full and concurrent jurisdiction of all causes, civil and criminal, arising under any of the provisions of this act; and this act shall go into effect on the first day of April, eighteen hundred and ninety-one.

Sec. 13.

After the first day of January, eighteen hundred and ninety-three, all exclusive privileges of exchanging money, transporting passengers or baggage, or keeping eating houses, and all other like privileges in connection with the Ellis Island immigrant station, shall be disposed of after public competition, subject to such conditions and limitations as the Secretary of the Treasury may prescribe.

Mar. 3, 1893.  
Sec. 9.

This act shall not apply to Chinese persons; and shall take effect as to vessels departing from foreign ports for ports within the United States after sixty days from the passage of this act.

Sec. 10.



## PART XXII.—CHINESE IMMIGRATION.

- |                                                                |                                                      |
|----------------------------------------------------------------|------------------------------------------------------|
| 283. Act of May 5, 1892, as amended<br>November 3, 1893.       | 285. Act of May 6, 1882, as amended<br>July 5, 1884. |
| 284. Act of September 13, 1888, as<br>amended October 1, 1888. | 286. Revised Statutes as amended March<br>3, 1875.   |

### 283. *Act of May 5, 1892, as amended November 3, 1893.*

May 5, 1892.

All laws now in force prohibiting and regulating the coming into this country of Chinese persons and persons of Chinese descent are hereby continued in force for a period of ten years from the passage of this act.

Sec. 2.

Any Chinese person or person of Chinese descent, when convicted and adjudged under any of said laws to be not lawfully entitled to be or remain in the United States, shall be removed from the United States to China, unless he or they shall make it appear to the justice, judge, or commissioner before whom he or they are tried that he or they are subjects or citizens of some other country, in which case he or they shall be removed from the United States to such country: *Provided*, That in any case where such other country of which such Chinese person shall claim to be a citizen or subject shall demand any tax as a condition of the removal of such person to that country, he or she shall be removed to China.

Sec. 3.

Any Chinese person or person of Chinese descent arrested under the provisions of this act or the acts hereby extended shall be adjudged to be unlawfully within the United States unless such person shall establish, by affirmative proof, to the satisfaction of such justice, judge, or commissioner, his lawful right to remain in the United States.

Sec. 4.

Any such Chinese person or person of Chinese descent convicted and adjudged to be not lawfully entitled to be or remain in the United States shall be imprisoned at hard labor for a period of not exceeding one year and thereafter removed from the United States, as hereinbefore provided.

Sec. 5.

After the passage of this act on an application to any judge or court of the United States in the first instance for a writ of habeas corpus, by a Chinese person seeking to land in the United States, to whom that privilege has been denied, no bail shall be allowed, and such application shall be heard and determined promptly without unnecessary delay.



It shall be the duty of all Chinese laborers within the limits of the United States who were entitled to remain in the United States before the passage of the act to which this is an amendment to apply to the collector of internal revenue of their respective districts within six months after the passage of this act for a certificate of residence; and any Chinese laborer within the limits of the United States who shall neglect, fail, or refuse to comply with the provisions of this act and the act to which this is an amendment, or who, after the expiration of said six months, shall be found within the jurisdiction of the United States without such certificate of residence, shall be deemed and adjudged to be unlawfully within the United States, and may be arrested by any United States customs official, collector of internal revenue or his deputies, United States marshal or his deputies, and taken before a United States judge, whose duty it shall be to order that he be deported from the United States, as provided in this act and in the act to which this is an amendment, unless he shall establish clearly to the satisfaction of said judge that by reason of accident, sickness, or other unavoidable cause he has been unable to procure his certificate, and to the satisfaction of said United States judge, and by at least one credible witness other than Chinese, that he was a resident of the United States on the fifth of May, eighteen hundred and ninety-two; and if, upon the hearing, it shall appear that he is so entitled to a certificate, it shall be granted upon his paying the cost. Should it appear that said Chinaman had procured a certificate which has been lost or destroyed, he shall be detained and judgment suspended a reasonable time to enable him to procure a duplicate from the officer granting it, and in such cases the cost of said arrest and trial shall be in the discretion of the court; and any Chinese person, other than a Chinese laborer, having a right to be and remain in the United States, desiring such certificate as evidence of such right, may apply for and receive the same without charge; and that no proceedings for a violation of the provisions of said section six of said act of May fifth, eighteen hundred and ninety-two, as originally enacted, shall hereafter be instituted, and that all proceedings for said violation now pending are hereby discontinued: *Provided*, That no Chinese person heretofore convicted in any court of the States or Territories or of the United States of a felony shall be permitted to register under the provisions of this act; but all such persons who are now subject to deportation for failure or refusal to comply with the act to which this is an amendment shall be deported from the United States as in said act and in this act provided, upon any appropriate proceedings now pending or which may be hereafter instituted.

Sec. 6.  
Nov. 3, 1893.  
Sec. 1.

The words "laborer" or "laborers," wherever used in this act, or in the act to which this is an amendment, shall be construed to mean both skilled and unskilled manual laborers, including Chinese employed in mining, fishing, huckstering, peddling, laundrymen, or those engaged in

Nov. 3, 1893.  
Sec. 2.



taking, drying or otherwise preserving shell or other fish for home consumption or exportation.

The term "merchant", as employed herein and in the acts of which this is amendatory, shall have the following meaning and none other: A merchant is a person engaged in buying and selling merchandise, at a fixed place of business, which business is conducted in his name, and who during the time he claims to be engaged as a merchant, does not engage in the performance of any manual labor, except such as is necessary in the conduct of his business as such merchant.

Where an application is made by a Chinaman for entrance into the United States on the ground that he was formerly engaged in this country as a merchant, he shall establish by the testimony of two credible witnesses other than Chinese the fact that he conducted such business as hereinbefore defined for at least one year before his departure from the United States, and that during such year he was not engaged in the performance of any manual labor, except such as was necessary in the conduct of his business as such merchant, and in default of such proof shall be refused landing.

Such order of deportation shall be executed by the United States Marshal of the district within which such order is made, and he shall execute the same with all convenient dispatch; and pending the execution of such order such Chinese person shall remain in the custody of the United States Marshal, and shall not be admitted to bail.

The certificate herein provided for shall contain the photograph of the applicant, together with his name, local residence and occupation, and a copy of such certificate, with a duplicate of such photograph attached, shall be filed in the office of the United States Collector of Internal Revenue of the district in which such Chinaman makes application.

Such photographs in duplicate shall be furnished by each applicant in such form as may be prescribed by the Secretary of the Treasury.

May 5, 1892.  
Sec. 7.

Immediately after the passage of this act, the Secretary of the Treasury shall make such rules and regulations as may be necessary for the efficient execution of this act, and shall prescribe the necessary forms and furnish the necessary blanks to enable collectors of internal revenue to issue the certificates required hereby, and make such provisions that certificates may be procured in localities convenient to the applicant, such certificates shall be issued without charge to the applicant, and shall contain the name, age, local residence and occupation of the applicant, and such other description of the applicant as shall be prescribed by the Secretary of the Treasury, and a duplicate thereof shall be filed in the office of the collector of internal revenue for the district within which such Chinaman makes application.

Sec. 8.

Any person who shall knowingly and falsely alter or substitute any name for the name written in such certificate or forge such certificate, or knowingly utter any forged or



fraudulent certificate, or falsely personate any person named in such certificate, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding one thousand dollars or imprisoned in the penitentiary for a term of not more than five years.

The Secretary of the Treasury may authorize the payment of such compensation in the nature of fees to the collectors of internal revenue, for services performed under the provisions of this act in addition to salaries now allowed by law, as he shall deem necessary, not exceeding the sum of one dollar for each certificate issued. Sec. 9.

284. *Act of September 13, 1888, as amended October 1, 1888.*

[NOTE.—The Treasury Department has never promulgated this law on account of the failure to ratify treaty, but the Federal courts have held that certain portions of the act are in force. Those portions of the act declared by the courts to be void are omitted.]

The provisions of this act shall apply to all persons of the Chinese race, whether subjects of China or other foreign power, excepting Chinese diplomatic or consular officers and their attendants; and the words "Chinese laborers," whenever used in this act, shall be construed to mean both skilled and unskilled laborers and Chinese employed in mining. Sept. 13, 1888.  
Sec. 3.

From and after the passage of this act, no Chinese laborer in the United States shall be permitted, after having left, to return thereto, except under the conditions stated in the following sections. Sec. 5.

No Chinese laborer within the purview of the preceding section shall be permitted to return to the United States unless he has a lawful wife, child, or parent in the United States, or property therein of the value of one thousand dollars, or debts of like amount due him and pending settlement. The marriage to such wife must have taken place at least a year prior to the application of the laborer for a permit to return to the United States, and must have been followed by the continuous cohabitation of the right parties as man and wife. If the right to return be claimed on the ground of property or of debts, it must appear that the property is bona fide and not colorably acquired for the purpose of evading this act, or that the debts are unascertained and unsettled, and not promissory notes or other similar acknowledgments of ascertained liability. Sec. 6.

A Chinese person claiming the right to be permitted to leave the United States and return thereto on any of the grounds stated in the foregoing section, shall apply to the collector of customs of the district from which he wishes to depart at least a month prior to the time of his departure, and shall make on oath before the said collector a full statement descriptive of his family, or property, or debts, as the case may be, and shall furnish to said collector such proofs of the facts entitling him to return as shall be required by the rules and regulations prescribed from time to time by Sec. 7.



the Secretary of the Treasury, and for any false swearing in relation thereto he shall incur the penalties of perjury. He shall also permit the collector to take a full description of his person, which description the collector shall retain and mark with a number.

And if the collector, after hearing the proofs and investigating all the circumstances of the case, shall decide to issue a certificate of return, he shall at such time, and place as he may designate, sign and give to the person applying a certificate containing the number of the description last aforesaid, which shall be the sole evidence given to such person of his right to return. If this last named certificate be transferred, it shall become void, and the person to whom it was given shall forfeit his right to return to the United States.

The right to return under the said certificate shall be limited to one year; but it may be extended for an additional period, not to exceed a year, in cases where, by reason of sickness or other cause of disability beyond his control, the holder thereof shall be rendered unable sooner to return, which facts shall be fully reported to and investigated by the consular representative of the United States at the port or place from which such laborer departs for the United States, and certified by such representative of the United States to the satisfaction of the collector of customs at the port where such Chinese person shall seek to land in the United States, such certificate to be delivered by said representative to the master of the vessel on which he departs for the United States.

And no Chinese laborer shall be permitted to re-enter the United States without producing to the proper officer of the customs at the port of such entry the return certificate herein required.

A Chinese laborer possessing a certificate under this section shall be admitted to the United States only at the port from which he departed therefrom, and no Chinese person, except Chinese diplomatic or consular officers, and their attendants, shall be permitted to enter the United States except at the ports of San Francisco, Portland, Oregon, Boston, New York, New Orleans, Port Townsend, or such other ports as may be designated by the Secretary of the Treasury.

Sec. 8.

The Secretary of the Treasury shall be, and he hereby is, authorized and empowered to make and prescribe, and from time to time to change and amend such rules and regulations, not in conflict with this act, as he may deem necessary and proper to conveniently secure to such Chinese persons as are provided for in articles second and third of the said treaty between the United States and the Empire of China, the rights therein mentioned, and such as shall also protect the United States against the coming and transit of persons not entitled to the benefit of the provisions of said articles.

And he is hereby further authorized and empowered to prescribe the form and substance of certificates to be issued to Chinese laborers under and in pursuance of the



provisions of said articles, and prescribe the form of the record of such certificate and of the proceedings for issuing the same, and he may require the deposit, as a part of such record, of the photograph of the party to whom any such certificate shall be issued.

The master of any vessel who shall knowingly bring within the United States on such vessel, and land, or attempt to land, or permit to be landed any Chinese laborer or other Chinese person, in contravention of the provisions of this act, shall be deemed guilty of a misdemeanor and, on conviction thereof, shall be punished with a fine of not less than five hundred dollars nor more than one thousand dollars, in the discretion of the court, for every Chinese laborer or other Chinese person so brought, and may also be imprisoned for a term of not less than one year, nor more than five years, in the discretion of the court. Sec. 9.

The foregoing section shall not apply to the case of any master whose vessel shall come within the jurisdiction of the United States in distress or under stress of weather, or touching at any port of the United States on its voyage to any foreign port or place. But Chinese laborers or persons on such vessels shall not be permitted to land, except in case of necessity, and must depart with the vessel on leaving port. Sec. 10.

Any person who shall knowingly and falsely alter or substitute any name for the name written in any certificate herein required, or forge such certificate, or knowingly utter any forged or fraudulent certificate, or falsely personate any person named in any such certificate, and any person other than the one to whom a certificate was issued who shall falsely present any such certificate, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding one thousand dollars, and imprisoned in a penitentiary for a term of not more than five years. Sec. 11

Before any Chinese passengers are landed from any such vessel, the collector or his deputy, shall proceed to examine such passengers, comparing the certificates with the list and with the passengers; and no passenger shall be allowed to land in the United States from such vessel in violation of law; and the collector shall in person decide all questions in dispute with regard to the right of any Chinese passenger to enter the United States, and his decision shall be subject to review by the Secretary of the Treasury, and not otherwise. Sec. 12.

Any Chinese person, or person of Chinese descent, found unlawfully in the United States, or its Territories, may be arrested upon a warrant issued upon a complaint, under oath, filed by any party on behalf of the United States, by any justice, judge, or commissioner of any United States court, returnable before any justice, judge, or commissioner of a United States court, or before any United States court, and when convicted, upon a hearing, and found and adjudged to be one not lawfully entitled to be or remain in Sec. 13.



the United States, such person shall be removed from the United States to the country whence he came.

But any such Chinese person convicted before a commissioner of a United States court may, within ten days from such conviction, appeal to the judge of the district court for the district.

A certified copy of the judgment shall be the process upon which said removal shall be made, and it may be executed by the marshal of the district, or any officer having authority of a marshal under the provisions of this section.

And in all such cases the person who brought or aided in bringing such person into the United States shall be liable to the Government of the United States for all necessary expenses incurred in such investigation and removal; and all peace officers of the several States and Territories of the United States are hereby invested with the same authority in reference to carrying out the provisions of this act, as a marshal or deputy marshal of the United States, and shall be entitled to like compensation, to be audited and paid by the same officers.

Sec. 14.

The preceding sections shall not apply to Chinese diplomatic or consular officers or their attendants, who shall be admitted to the United States under special instructions of the Treasury Department, without production of other evidence than that of personal identity.

Oct. 1, 1888.

From and after the passage of this act, it shall be unlawful for any Chinese laborer who shall at any time heretofore have been, or who may now or hereafter be, a resident within the United States, and who shall have departed, or shall depart, therefrom, and shall not have returned before the passage of this act, to return to, or remain in, the United States.

Sec. 2.

No certificates of identity provided for in the fourth and fifth sections of the act to which this is a supplement shall hereafter be issued; and every certificate heretofore issued in pursuance thereof, is hereby declared void and of no effect, and the Chinese laborer claiming admission by virtue thereof shall not be permitted to enter the United States.

Sec. 3.

All the duties prescribed, liabilities penalties and forfeitures imposed, and the powers conferred by the second, tenth, eleventh, and twelfth sections of the act to which this is a supplement are hereby extended and made applicable to the provisions of this act.

Sec. 4.

All such part or parts of the act to which this is a supplement as are inconsistent herewith are hereby repealed.

**285.** *Act of May 6, 1882, as amended July 5, 1884.*

July 5, 1884.

From and after the passage of this act, and until the expiration of ten years next after the passage of this act, the coming of Chinese laborers to the United States be, and the same is hereby, suspended, and during such suspension it shall not be lawful for any Chinese laborer to come from



any foreign port or place, or having so come to remain within the United States.

The master of any vessel who shall knowingly bring within the United States on such vessel, and land, or attempt to land, or permit to be landed any Chinese laborer, from any foreign port or place, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine of not more than five hundred dollars for each and every such Chinese laborer so brought, and may also be imprisoned for a term not exceeding one year. Sec. 2.

The two foregoing sections shall not apply to Chinese laborers who were in the United States on the seventeenth day of November, eighteen hundred and eighty, or who shall have come into the same before the expiration of ninety days next after the passage of the act to which this act is amendatory, nor shall said sections apply to Chinese laborers, who shall produce to such master before going on board such vessel, and shall produce to the collector of the port in the United States at which such vessel shall arrive, the evidence hereinafter in this act required of his being one of the laborers in this section mentioned; Sec. 3.

Nor shall the two foregoing sections apply to the case of any master whose vessel, being bound to a port not within the United States, shall come within the jurisdiction of the United States by reason of being in distress or in stress of weather, or touching at any port of the United States on its voyage to any foreign port or place:

*Provided:* That all Chinese laborers brought on such vessel shall not be permitted to land except in case of absolute necessity, and must depart with the vessel on leaving port.

For the purpose of properly identifying Chinese laborers who were in the United States on the seventeenth day of November, eighteen hundred and eighty, or who shall have come into the same before the expiration of ninety days next after the passage of the act to which this act is amendatory, and in order to furnish them with the proper evidence of their right to go from and come to the United States as provided by the said act and the treaty between the United States and China dated November seventeenth, eighteen hundred and eighty, the collector of customs of the district from which any such Chinese laborer shall depart from the United States shall, in person or by deputy, go on board each vessel having on board any such Chinese laborer, and cleared or about to sail from his district for a foreign port, Sec. 4.

And on such vessel make a list of all such Chinese laborers, which shall be entered in registry-books, to be kept for that purpose in which shall be stated the individual, family, and tribal name in full, the age, occupation, when and where followed, last place of residence, physical marks or peculiarities, and all facts necessary for the identification of each of such Chinese laborers, which books shall be safely kept in the custom-house;



And every such Chinese laborer so departing from the United States shall be entitled to and shall receive, free of any charge or cost upon application therefor, from the collector or his deputy, in the name of said collector and attested by said collector's seal of office, at the time such list is taken, a certificate, signed by the collector or his deputy and attested by his seal of office, in such form as the Secretary of the Treasury shall prescribe, which certificate shall contain a statement of the individual, family, and tribal name in full, age, occupation, when and where followed, of the Chinese laborer to whom the certificate is issued, corresponding with the said list and registry in all particulars.

In case any Chinese laborer, after having received such certificate, shall leave such vessel before her departure, he shall deliver his certificate to the master of the vessel; and if such Chinese laborer shall fail to return to such vessel before her departure from port, the certificate shall be delivered by the master to the collector of customs for cancellation.

The certificate herein provided for shall entitle the Chinese laborer to whom the same is issued to return to and re-enter the United States upon producing and delivering the same to the collector of customs of the district at which such Chinese laborer shall seek to re-enter, and said certificate shall be the only evidence permissible to establish his right of re-entry; and upon delivering of such certificate by such Chinese laborer to the collector of customs at the time of re-entry in the United States, said collector shall cause the same to be filed in the custom-house and duly canceled.

Sec. 6.

In order to the faithful execution of the provisions of this act, every Chinese person, other than a laborer, who may be entitled by said treaty or this act to come within the United States, and who shall be about to come to the United States, shall obtain the permission of and be identified as so entitled by the Chinese Government, or of such other foreign Government of which at the time such Chinese person shall be a subject, in each case to be evidenced by a certificate issued by such Government, which certificate shall be in the English language, and shall show such permission, with the name of the permitted person in his or her proper signature, and which certificate shall state the individual, family, and tribal name in full, title or official rank, if any, the age, height, and all physical peculiarities, former and present occupation or profession, when and where and how long pursued, and place of residence of the person to whom the certificate is issued, and that such person is entitled by this act to come within the United States.

If the person so applying for a certificate shall be a merchant, said certificate shall, in addition to above requirements, state the nature, character, and estimated value of the business carried on by him prior to and at the time of his application as aforesaid:

*Provided*, That nothing in this act nor in said treaty shall be construed as embracing within the meaning of the word "merchant," hucksters, peddlers, or those engaged in tak-



ing, drying, or otherwise preserving shell or other fish for home consumption or exportation.

If the certificate be sought for the purpose of travel for curiosity, it shall also state whether the applicant intends to pass through or travel within the United States, together with his financial standing in the country from which such certificate is desired.

The certificate provided for in this act, and the identity of the person named therein shall, before such person goes on board any vessel to proceed to the United States, be vised by the endorsement of the diplomatic representatives of the United States in the foreign country from which said certificate issues, or of the consular representative of the United States at the port or place from which the person named in the certificate is about to depart; and such diplomatic representative or consular representative whose indorsement is so required is hereby empowered, and it shall be his duty, before indorsing such certificate as aforesaid, to examine into the truth of the statements set forth in said certificate, and if he shall find upon examination that said or any of the statements therein contained are untrue it shall be his duty to refuse to indorse the same.

Such certificate vised as aforesaid shall be prima facie evidence of the facts set forth therein, and shall be produced to the collector of customs of the port in the district in the United States at which the person named therein shall arrive, and afterward produced to the proper authorities of the United States whenever lawfully demanded, and shall be the sole evidence permissible on the part of the person so producing the same to establish a right of entry into the United States; but said certificate may be controverted and the facts therein stated disproved by the United States authorities.

Any person who shall knowingly and falsely alter or substitute any name for the name written in such certificate or forge any such certificate, or knowingly utter any forged or fraudulent certificate, or falsely personate any person named in any such certificate, shall be deemed guilty of a misdemeanor; and upon conviction thereof shall be fined in a sum not exceeding one thousand dollars, and imprisoned in a penitentiary for a term of not more than five years.

May 6, 1882.  
Sec. 7.

The master of any vessel arriving in the United States from any foreign port or place shall, at the same time he delivers a manifest of the cargo, and if there be no cargo, then at the time of making a report of the entry of the vessel pursuant to law, in addition to the other matter required to be reported, and before landing, or permitting to land, any Chinese passengers, deliver and report to the collector of customs of the district in which such vessels shall have arrived a separate list of all Chinese passengers taken on board his vessel at any foreign port or place, and all such passengers on board the vessel at that time.

July 5, 1884.  
Sec. 8.

Such list shall show the names of such passengers (and if accredited officers of the Chinese or of any other foreign Government, traveling on the business of that Govern-



ment, or their servants, with a note of such facts), and the names and other particulars as shown by their respective certificates; and such list shall be sworn to by the master in the manner required by law in relation to the manifest of the cargo.

Any refusal or wilful neglect of any such master to comply with the provisions of this section shall incur the same penalties and forfeiture as are provided for a refusal or neglect to report and deliver a manifest of the cargo.

May 6, 1882.  
Sec. 9.

Before any Chinese passengers are landed from any such vessel, the collector, or his deputy, shall proceed to examine such passengers, comparing the certificates with the list and with the passengers; and no passenger shall be allowed to land in the United States from such vessel in violation of law.

July 5, 1884.  
Sec. 10.

Every vessel whose master shall knowingly violate any of the provisions of this act shall be deemed forfeited to the United States, and shall be liable to seizure and condemnation in any district of the United States into which such vessel may enter or in which she may be found."

Sec. 11.

Any person who shall knowingly bring into or cause to be brought into the United States by land, or who shall aid or abet the same, or aid or abet the landing in the United States from any vessel, of any Chinese person not lawfully entitled to enter the United States, shall be deemed guilty of a misdemeanor, and shall on conviction thereof, be fined in a sum not exceeding one thousand dollars, and imprisoned for a term not exceeding one year.

Sec. 12.

No Chinese person shall be permitted to enter the United States by land without producing to the proper officer of customs the certificate in this act required of Chinese persons seeking to land from a vessel.

And any Chinese person found unlawfully within the United States shall be caused to be removed therefrom to the country from whence he came, and at the cost of the United States, after being brought before some justice, judge, or commissioner of a court of the United States and found to be one not lawfully entitled to be or to remain in the United States.

And in all such cases the person who brought or aided in bringing such person to the United States shall be liable to the Government of the United States for all necessary expenses incurred in such investigation and removal; and all peace officers of the several States and Territories of the United States are hereby invested with the same authority as a marshal or United States marshal in reference to carrying out the provisions of this act or the act of which this is amendatory, as a marshal or deputy marshal of the United States, and shall be entitled to like compensation to be audited and paid by the same officers.

And the United States shall pay all costs and charges for the maintenance and return of any Chinese person having the certificate prescribed by law as entitling such Chinese person to come into the United States who may not have been permitted to land from any vessel by reason of any of the provisions of this act.



This act shall not apply to diplomatic and other officers of the Chinese or other Governments traveling upon the business of that Government, whose credentials shall be taken as equivalent to the certificate in this act mentioned, and shall exempt them and their body and household servants from the provisions of this act as to other Chinese persons. Sec. 13.

Hereafter no State court or court of the United States shall admit Chinese to citizenship; and all laws in conflict with this act are hereby repealed. May 6, 1882.  
Sec. 14.

The provisions of this act shall apply to all subjects of China and Chinese, whether subjects of China or any other foreign power. July 5, 1884.  
Sec. 15.

And the words "Chinese laborers," wherever used in this act shall be construed to mean both skilled and unskilled laborers and Chinese employed in mining.

Any violation of any of the provisions of this act, or of the act of which this is amendatory, the punishment of which is not otherwise herein provided for, shall be deemed a misdemeanor, and shall be punishable by a fine not exceeding one thousand dollars, or by imprisonment for not more than one year, or both such fine and imprisonment. Sec. 16.

**286. Revised Statutes as amended March 3, 1875.**

No citizen of the United States, or foreigner coming into or residing within the same, shall, for himself, or for any other person, either as master, factor, owner, or otherwise, build, equip, load, or otherwise prepare, any vessel, registered, enrolled, or licensed, in the United States, for the purpose of procuring from any port or place the subjects of China, Japan, or of any other oriental country, known as "coolies", to be transported to any foreign port, or place, to be disposed of, or sold, or transferred, for any time, as servants or apprentices, or to be held to service or labor. R. S., 2158.

If any person shall knowingly and willfully contract, or attempt to contract, in advance or in pursuance of such illegal importation, to supply to another the labor of cooly or other person brought into the United States in violation of section two thousand one hundred and fifty-eight of the Revised Statutes, or of any other section of the laws prohibiting the cooly-trade or of this act, such person shall be deemed guilty of a felony, and, upon conviction thereof, in any United States court, shall be fined in a sum not exceeding five hundred dollars and imprisoned for a term not exceeding one year. Mar. 3, 1875.  
Sec. 4.

If any vessel, belonging in whole or in part to a citizen of the United States, and registered, enrolled, or otherwise licensed therein, be employed in the "coolly-trade," so called, contrary to the provisions of the preceding section, such vessel, her tackle, apparel, furniture, and other appurtenances, shall be forfeited to the United States, and shall be liable to be seized, prosecuted, and condemned in any of the circuit courts or district courts of the United States for the district where the vessel may be found, seized, or carried. R. S., 2159.



R. S., 2160.

Every person who so builds, fits out, equips, loads, or otherwise prepares, or who sends to sea, or navigates, as owner, master, factor, agent, or otherwise, any vessel, belonging in whole or in part to a citizen of the United States, or registered, enrolled, or licensed within the same, knowing or intending that such vessel is to be or may be employed in that trade, contrary to the provisions of section twenty-one hundred and fifty-eight, shall be liable to a fine not exceeding two thousand dollars, and be imprisoned not exceeding one year.

R. S., 2161.

Every citizen of the United States who, contrary to the provisions of section twenty-one hundred and fifty-eight, takes on board of any vessel, or receives or transports any such subjects as are described in that section, for the purpose of disposing of them in any way as therein prohibited, shall be liable to a fine not exceeding two thousand dollars and be imprisoned not exceeding one year.

R. S., 2162.

Nothing herein contained shall be deemed to apply to any voluntary emigration of the subjects specified in section twenty-one hundred and fifty-eight, or to any vessel carrying such person as passenger on board the same, but a certificate shall be prepared and signed by the consul or consular agent of the United States residing at the port from which such vessel may take her departure, containing the name of such person, and setting forth the fact of his voluntary emigration from such port, which certificate shall be given to the master of such vessel; and the same shall not be given until such consul or consular agent is first personally satisfied by evidence of the truth of the facts therein contained.

R. S., 2163.

The President is empowered, in such way and at such time as he may judge proper, to direct the vessels of the United States, and the masters and commanders thereof, to examine all vessels navigated or owned in whole or in part by citizens of the United States, and registered, enrolled, or licensed under the laws thereof, whenever, in the judgment of such master or commanding officer, reasonable cause exists to believe that such vessel has on board any subjects of China, Japan, or other oriental country, known as "coolies;" and, upon sufficient proof that such vessel is employed in violation of the preceding provisions, to cause her to be carried, with her officers and crew, into any port or district within the United States, and delivered to the marshal of such district, to be held and disposed of according to law.

R. S., 2164.

No tax or charge shall be imposed or enforced by any State upon any person immigrating thereto from a foreign country, which is not equally imposed and enforced upon every person immigrating to such State from any other foreign country.

Mar. 3, 1875.

In determining whether the immigration of any subject of China, Japan, or any Oriental country, to the United States, is free and voluntary, as provided by section two thousand one hundred and sixty-two of the Revised Code, title "Immigration," it shall be the duty of the consul-gen-



eral or consul of the United States residing at the port from which it is proposed to convey such subjects, in any vessels enrolled or licensed in the United States, or any port within the same, before delivering to the masters of any such vessels the permit or certificate provided for in such section, to ascertain whether such immigrant has entered into a contract or agreement for a term of service within the United States, for lewd and immoral purposes; and if there be such contract or agreement, the said consul-general or consul shall not deliver the required permit or certificate.

If any citizen of the United States, or other person amenable to the laws of the United States, shall take, or cause to be taken or transported, to or from the United States any subject of China, Japan, or any Oriental country, without their free and voluntary consent, for the purpose of holding them to a term of service, such citizen or other person shall be liable to be indicted therefor, and, on conviction of such offense, shall be punished by a fine not exceeding two thousand dollars and be imprisoned not exceeding one year; and all contracts and agreements for a term of service of such persons in the United States, whether made in advance or in pursuance of such illegal importation, and whether such importation shall have been in American or other vessels, are hereby declared void.

Sec. 2.



## PART XXIII.—OCEAN MAIL SERVICE.

287. Special ocean mail contracts.  
288. General ocean mail service.

289. United States mail agencies abroad.

### 287. *Special ocean mail contracts.*

Mar. 3, 1891.

The Postmaster-General is hereby authorized and empowered to enter into contracts for a term not less than five nor more than ten years in duration, with American citizens for the carrying of mails on American steamships, between ports of the United States and such ports in foreign countries, the Dominion of Canada excepted, as in his judgment will best subserve and promote the postal and commercial interests of the United States, the mail service on such lines to be equitably distributed among the Atlantic, Mexican Gulf and Pacific ports. Said contracts shall be made with the lowest responsible bidder for the performance of said service on each route, and the Postmaster-General shall have the right to reject all bids not in his opinion reasonable for the attaining of the purposes named.

Sec. 2.

Before making any contracts for carrying ocean mails in accordance with this act the Postmaster-General shall give public notice by advertising once a week, for three months, in such daily papers as he shall select in each of the cities of Boston, New York, Philadelphia, Baltimore, New Orleans, Saint Louis, Charleston, Norfolk, Savannah, Galveston and Mobile, and when the proposed service is to be on the Pacific Ocean, then in San Francisco, Tacoma and Portland. Such notice shall describe the route, the time when such contract will be made, the duration of the same, the size of the steamers to be used, the number of trips a year, the times of sailing, and the time when the service shall commence, which shall not be more than three years after the contract shall be let. The details of the mode of advertising and letting such contracts shall be conducted in the manner prescribed in chapter eight of title [R. S., 2941-2963] forty-six of the Revised Statutes for the letting of inland mail contracts so far as the same shall be applicable to the ocean mail service.

Sec. 3.

The vessels employed in the mail service under the provisions of this Act shall be American-built steamships, owned and officered by American citizens, in conformity with the existing laws, or so owned and officered and reg-



istered according to law, and upon each departure from the United States the following proportion of the crew shall be citizens of the United States, to wit: During the first two years of such contract for carrying the mails, one-fourth thereof; during the next three succeeding years, one-third thereof; and during the remaining time of the continuance of such contract at least one-half thereof; and shall be constructed after the latest and most approved types, with all the modern improvements and appliances for ocean steamers.

They shall be divided into four classes. The first shall be iron or steel screw steamships, capable of maintaining a speed of twenty knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than eight thousand tons. No vessel except of said first class shall be accepted for said mail service under the provisions of this act between the United States and Great Britain. The second class shall be iron or steel steamships, capable of maintaining a speed of sixteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than five thousand tons. The third class shall be iron or steel steamships, capable of maintaining a speed of fourteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than two thousand five hundred tons. The fourth class shall be iron or steel or wooden steamships, capable of maintaining a speed of twelve knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than fifteen hundred tons. It shall be stipulated in the contract or contracts to be entered into for the said mail service that said vessels may carry passengers with their baggage in addition to said mails and may do all ordinary business done by steamships.

All steamships of the first, second, and third classes employed as above and hereafter built shall be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers, and according to plans and specifications to be agreed upon by and between the owners and the Secretary of the Navy, and they shall be of sufficient strength and stability to carry and sustain the working and operation of at least four effective rifled cannon of a caliber of not less than six inches, and shall be of the highest rating known to maritime commerce. And all vessels of said three classes heretofore built and so employed shall, before they are accepted for the mail service herein provided for, be thoroughly inspected by a competent naval officer or constructor detailed for that service by the Secretary of the Navy; and such officer shall report, in writing, to the Secretary of the Navy, who shall transmit said report to the Postmaster-General; and no such vessel not approved by the Secretary of the Navy as suitable for the service required shall be employed by the Postmaster-General as provided for in this act.

Sec. 4.

The rate of compensation to be paid for such ocean mail service of the said first-class ships shall not exceed the sum of four dollars a mile, and for the second-class ships two dollars a mile, by the shortest practicable route, for each

Sec. 5.



outward voyage; for the third-class ships not to exceed one dollar a mile, and for the fourth-class ships two-thirds of one dollar a mile, for the actual number of miles required by the Post Office Department to be traveled on each outward bound voyage: *Provided*, That in the case of failure from any cause to perform the regular voyages stipulated for in said contracts or any of them, a pro rata deduction shall be made from the compensation on account of such omitted voyage or voyages; and that suitable fines and penalties may be imposed for delays or irregularities in the due performance of service according to the contract, to be determined by the Postmaster-General: *Provided further*, That no steamship so employed and so paid for carrying the United States mails shall receive any other bounty or subsidy from the Treasury of the United States.

Sec. 6.

Upon each of said vessels the United States shall be entitled to have transported, free of charge, a mail-messenger, whose duty it shall be to receive, sort, take in charge and deliver the mails to and from the United States, and who shall be provided with suitable room for the accommodation of himself and the mails.

Sec. 7.

The officers of the United States Navy may volunteer for service on said mail vessels, and when accepted by the contractor or contractors, may be assigned to such duty by the Secretary of the Navy whenever in his opinion such assignment can be made without detriment to the service, and while in said employment they shall receive furlough pay from the Government, and such other compensation from the contractor or contractors as may be agreed upon by the parties: *Provided*, That they shall only be required to perform such duties as appertain to the merchant service.

Sec. 8.

Said vessels shall take, as cadets or apprentices, one American-born boy, under twenty-one years of age for each one thousand tons gross register, and one for each majority fraction thereof, who shall be educated in the duties of seamanship, rank as petty officers, and receive such pay for their services as may be reasonable.

Sec. 9.

Such steamers may be taken and used by the United States as transports or cruisers, upon payment to the owners of the fair actual value of the same at the time of the taking, and if there shall be a disagreement as to the fair actual value of the same at the time of the taking, and if there shall be a disagreement as to the fair actual [value] between the United States and the owners, then the same shall be determined by two impartial appraisers, one to be appointed by each of said parties, they at the same time selecting a third, who shall act in said appraisement in case the two shall fail to agree.

#### 288. *General ocean mail service.*

R. S., 3969.

The Postmaster-General may cause the mail to be carried in any steamboat or other vessel used as a packet on any of the waters of the United States.



The Postmaster-General may, if he deem it for the public interest, make contracts for any period not exceeding one year, for carrying the mails in steamships between any of the ports of the United States. R. S., 3970.

The master of any steamboat passing between ports or places in the United States, and arriving at any such port or place where there is a post-office, shall deliver to the postmaster, within three hours after his arrival, if in the day-time, and if at night, within two hours after the next sunrise, all letters and packets brought by him, or within his power or control and not relating to the cargo, addressed to or destined for such port or place, for which he shall receive from the postmaster two cents for each letter or packet so delivered, unless the same is carried under a contract for carrying the mails; and for every failure to so deliver such letters and packets, the master or owner of the steamboat shall be liable to a penalty of one hundred and fifty dollars. R. S., 3977.

The Postmaster-General may pay, to the master or owner of any vessel not regularly employed in carrying the mail, two cents for each letter carried by such vessel between ports or places in the United States, or from any foreign port to any port in the United States; but all such letters shall be deposited in the post-office at the port of arrival. R. S., 3978.

No vessel departing from the United States for any foreign port shall receive on board or convey any letter or packet originating in the United States which has not been regularly received from the post-office at the port of departure, and which does not relate to the cargo of such vessel, except as provided in section three thousand nine hundred and ninety-three; and every collector, or other officer of the port empowered to grant clearances, shall require from the master of such vessel, as a condition of clearance, an oath that he has not received on board, has not under his care or control, and will not receive or convey any letter or packet contrary to the provisions of this section. R. S., 3987.

No vessel arriving within any port or collection-district of the United States shall be allowed to make entry or break bulk until all letters on board are delivered at the nearest post-office, and the master thereof has signed and sworn to the following declaration, before the collector or other proper customs officer: R. S., 3988.

“I, A. B., master of the ———, arriving from ———, and now lying in the port of ———, do solemnly swear (or affirm) that I have, to the best of my knowledge and belief, delivered, at the post-office at ———, every letter, and every bag, packet, or parcel of letters, which were on board the said vessel during her last voyage, or which were in my possession or under my power or control.”

And any master who shall break bulk before he has delivered such letters shall be liable to a penalty of not more than one hundred dollars, recoverable, one-half to the officer making the seizure, and the other to the use of the United States.



R. S., 3989.

Any special agent of the Post-Office Department, when instructed by the Postmaster-General to make examinations and seizures, and the collector or other customs officers of any port, without special instructions, shall carefully search all vessels for letters which may be on board or which have been conveyed contrary to law.

R. S., 3990.

Any special agent of the Post-Office Department, collector, or other customs officer, or United States marshal or his deputy, may at all times seize all letters and bags, packets or parcels, containing letters which are being carried contrary to law on board any vessel or any post-route, and convey the same to the nearest post-office, or may, by the direction of the Postmaster-General or Secretary of the Treasury, detain them until two months after the final determination of all suits and proceedings which may, at any time within six months after such seizure, be brought against any person for sending or carrying such letters.

R. S., 3991.

Every package or parcel seized by any special agent of the Post-Office Department, collector, or other customs officer, or United States marshal or his deputies, in which any letter is unlawfully concealed, shall be forfeited to the United States, and the same proceedings may be had to enforce the forfeiture as are authorized in respect to goods, wares, and merchandise forfeited for violation of the revenue laws; and all laws for the benefit and protection of customs officers making seizures for violating the revenue laws shall apply to officers making seizures for violating the postal laws.

R. S., 3992.

Nothing herein contained shall be construed to prohibit the conveyance or transmission of letters or packets by private hands without compensation, or by special messenger employed for the particular occasion only.

R. S., 4006.

The Postmaster-General, after advertising for proposals, may enter into contracts or make suitable arrangements for transporting the mail through any foreign country, between any two points in the United States, and such transportation shall be by the speediest, safest, and most economical route; and all contracts therefor may be revoked whenever any new road or canal shall be opened affording a speedier, more economical, and equally safe transportation between the same points; but in case of the revocation of any such contract, a fair indemnity shall be awarded to the contractor.

R. S., 4007.

The Postmaster-General may, after advertising for proposals, enter into contracts for the transportation of the mail between the United States and any foreign country whenever the public interests will thereby be promoted.

R. S., 4008.

The mail between the United States and any foreign port, or between ports of the United States touching at a foreign port, shall be transported in steamships; but the Postmaster-General may have such transportation performed by sailing-vessels when the service can be facilitated thereby.

R. S., 4009.

For transporting the mail between the United States and any foreign port, or between ports of the United States



touching at a foreign port, the Postmaster-General may allow as compensation, if by a United States steamship, any sum not exceeding the sea and United States inland postage; and if by a foreign steamship or by a sailing vessel, any sum not exceeding the sea-postage, on the mail so transported. [Amended by March 3, 1891, above.]

The Postmaster-General may impose fines on contractors for transporting the mail between the United States and any foreign country, for any unreasonable or unnecessary delay in the departure of such mail, or the performance of the trip; but the fine for any one default shall not exceed one-half the contract price for the trip. R. S., 4010.

Every contract for transporting the mail between the United States and any foreign country shall contain, besides the usual stipulation for the right of the Postmaster-General to discontinue the same, the further stipulation that it may be terminated by Congress. R. S., 4011.

The Postmaster-General may, by and with the advice and consent of the President, make any arrangements which may be deemed just and expedient for allowing the mails of Canada, or any other country adjoining the United States, to be transported over the territory of the United States from one point in such country to any other point in the same, at the expense of the country to which the mail belongs, upon obtaining a like privilege for the transportation of the United States mail through the country to which the privilege is granted; but such privilege may at any time be annulled by the President or Congress from and after one month succeeding the day on which notice of the act of the President or Congress is given to the chief executive or head of the post-office department of the country whose privilege is to be annulled. R. S., 4012.

The Postmaster-General, under the direction of the President of the United States, is hereby authorized and empowered to charge upon, and collect from, all letters and otherailable matter carried to or from any port of the United States, in any foreign packet-ship or other vessel, the same rate or rates of charge for American postage which the government to which such foreign packet or other vessel belongs imposes upon letters and otherailable matter conveyed to or from such foreign country in American packets or other vessels as the postage of such government, and at any time to revoke the same; and all custom-house officers and other United States agents designated or appointed for that purpose shall enforce or carry into effect the foregoing provision, and aid or assist in the collection of such postage, and to that end it shall be lawful for such officers and agents, on suspicion of fraud, to open and examine, in the presence of two or more respectable persons, being citizens of the United States, any package or packages supposed to containailable matter found on board such packets or other vessels or elsewhere, and to prevent, if necessary, such packets or other vessels from entering, breaking bulk, or making clearance until such letters or otherailable matter are duly delivered into the United States post-office. R. S., 4015.



**289. *United States mail agencies abroad.***

R. S., 4021.

The Postmaster-General may establish resident mail-agencies at the ports of Panama and Aspinwall, in New Granada; Havana, in Cuba; at Saint Thomas, and at such other foreign ports at which United States mail-steamers touch to land and receive mails, as may, in his judgment, promote the efficiency of the foreign mail-service; and may pay the agents employed by him at such ports, out of the appropriation for transportation of the mail, a reasonable compensation for their services, and the necessary expenses for office-rent, clerk-hire, office-furniture, and other incidentals, to be allowed *him* at each of such agencies.

R. S., 4022.

The Postmaster-General may appoint an agent in charge of the mail on board of each of the mail-steamers on the routes between San Francisco, Japan, and China; between San Francisco and Honolulu, in the Hawaiian Islands, and between New York and Rio Janeiro, who shall be allowed, out of the appropriation for transportation of the mail, a salary of two thousand dollars a year each.

R. S., 4023.

The Postmaster-General may establish, in connection with the mail-steamship service to Japan and China, a general postal agency at Shanghai, in China, or at Yokohama, in Japan, with such branch agencies at any other ports in China and Japan as he shall deem necessary for the prompt and efficient management of the postal service in those countries; and he may pay the postal agents employed thereat a reasonable compensation for their services, in addition to the necessary expenses for rent, furniture, clerk-hire, and incidental expenses.



## PART XXIV.—WRECKS.

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290. Report of wrecks.  
291. Canadian wrecks.

292. Wrecks in foreign waters.  
293. Wrecks in Florida waters.

### 290. *Report of wrecks.*

From and after the first day of July, eighteen hundred and seventy-four, whenever any vessel of the United States has sustained or caused any accident involving the loss of life, the material loss of property, or any serious injury to any person, or has received any material damage affecting her seaworthiness or her efficiency, the managing owner, agent, or master of such vessel shall within five days after the happening of such accident or damage, or as soon thereafter as possible, send, by letter to the collector of customs of the district wherein such vessel belongs or of that within which such accident or damage occurred, a report thereof, signed by such owner, agent, or master, stating the name and official number (if any) of the vessel, the port to which she belongs, the place where she was, the nature and probable occasion of the casualty, the number and names of those lost, and the estimated amount of loss or damage to the vessel or cargo; and shall furnish, upon the request of either of such collectors of customs, such other information concerning the vessel, her cargo, and the casualty as may be called for; and if he neglect or refuse to comply with the foregoing requirements after a reasonable time, he shall incur a penalty of one hundred dollars.

June 20, 1874.  
Sec. 10.

Whenever the managing owner or agent of any vessel of the United States has reason, owing to the non-appearance of such vessel, or to any other circumstance, to apprehend that such vessel has been lost, he shall, as soon as conveniently may be, send notice, in writing, to the collector of customs of the port to which said vessel belonged, of such loss, and the probable occasion thereof stating the name and the official number (if any) of the vessel, and the names of all persons on board, so far as the same can be ascertained, and shall furnish, upon request of the collector of such port, such additional information as he may be able; and if he neglect to comply with the above requirements within a reasonable time, he shall incur a penalty of one hundred dollars.

Sec. 11.



Sec. 12.

It shall be the duty of the collectors of customs to immediately transmit to the Secretary of the Treasury such reports and information as they may receive under the provisions of the two preceding sections, and they shall also report to the Secretary of the Treasury any neglect or refusal on the part of the managing owner, agent, or master of any vessel of the United States to comply with the requirements thereof.

Sec. 13.

The Secretary of the Treasury may, upon application therefor, remit or mitigate any penalty provided for in this act, or discontinue any prosecution to recover the same, upon such terms as he, in his discretion, shall think proper, and shall have authority to ascertain the facts upon all such applications in such manner and under such regulations as he may think proper; all penalties hereinbefore provided shall be prosecuted by indictment or information before the proper district court for the use of the United States.

**291. *Canadian wrecks.***

May 24, 1890.

Canadian vessels and wrecking appurtenance may render aid and assistance to Canadian or other vessels and property wrecked, disabled, or in distress in the waters of the United States contiguous to the Dominion of Canada: *Provided*, That this act shall not take effect until proclamation by the President of the United States that the privilege of aiding American or other vessels and property wrecked, disabled, or in distress in Canadian waters contiguous to the United States has been extended by the Government of the Dominion of Canada to American vessels and wrecking appliances of all descriptions. This act shall be construed to apply to the canal and improvement of the waters between Lake Erie and Lake Huron, and to the waters of the Saint Mary's River and canal: *And provided further*, That this act shall cease to be in force from and after the date of the proclamation of the President of the United States to the effect that said reciprocal privilege has been withdrawn, revoked, or rendered inoperative by the said Government of the Dominion of Canada.

Mar. 3, 1893.

[Proclaimed July 17, 1893.]

**292. *Wrecks in foreign waters.***

R. S., 4238.

Consuls and vice-consuls, in cases where vessels of the United States are stranded on the coasts of their consulates respectively, shall, as far as the laws of the country will permit, take proper measures, as well for the purpose of saving the vessels, their cargoes and appurtenances, as for storing and securing the effects and merchandise saved, and for taking inventories thereof; and the merchandise and effects saved, with the inventories thereof so taken, shall, after deducting therefrom the expenses, be delivered to the owners. No consul or vice-consul shall have authority to take possession of any such merchandise, or other property, when the master, owner, or consignee thereof is present or capable of taking possession of the same.



293. *Wrecks in Florida waters.*

All property, of any description whatsoever, which shall be taken from any wreck, from the sea, or from any of the keys and shoals, within the jurisdiction of the United States, on the coast of Florida, shall be brought to some port of entry within the jurisdiction of the United States. R. S., 4239.

Every vessel which shall be engaged or employed in carrying or transporting any property whatsoever, taken from any wreck, from the sea, or from any of the keys or shoals, within the jurisdiction of the United States, on the coast of Florida, to any foreign port, shall, together with her tackle, apparel, and furniture, be forfeited, and all forfeitures incurred by virtue of this section shall accrue, one moiety to the informer and the other to the United States. R. S., 4240.

No vessel, or master thereof, shall be regularly employed in the business of wrecking on the coast of Florida without the license of the judge of the district court for the district of Florida; and, before licensing any vessel or master, the judge shall be satisfied that the vessel is sea-worthy, and properly and sufficiently fitted and equipped for the business of saving property shipwrecked and in distress; and that the master thereof is trustworthy, and innocent of any fraud or misconduct in relation to any property shipwrecked or saved on the coast. R. S., 4241.



## PART XXV.—REVENUE CUTTERS.

### 294. *Revenue cutters.*

- R. S., 2747. The President may, for the better securing the collection of import or tonnage duties, cause to be maintained so many of the revenue-cutters as may be necessary to be employed for the protection of the revenue, the expense whereof shall be paid out of such sum as shall be annually appropriated for the revenue-cutter service, and not otherwise.
- R. S., 2758. The Secretary of the Treasury may direct the performance of any service by the revenue-vessels which, in his judgment, is necessary for the protection of the revenue.
- R. S., 2760. The officers of the revenue-cutters shall respectively be deemed officers of the customs, and shall be subject to the direction of such collectors of the revenue, or other officers thereof, as from time to time shall be designated for that purpose. They shall go on board all vessels which arrive within the United States or within four leagues of the coast thereof, if bound for the United States, and search and examine the same, and every part thereof, and shall demand, receive, and certify the manifests required to be on board certain vessels, shall affix and put proper fastenings on the hatches and other communications with the hold of any vessel, and shall remain on board such vessels until they arrive at the port or place of their destination.
- R. S., 2763. The collector of each district may, with the approval of the Secretary of the Treasury, provide and employ such small open row and sail boats, and persons to serve in them, as shall be necessary for the use of the surveyors and inspectors in going on board of vessels and otherwise, for the better detection of frauds.
- R. S., 2764. The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pendant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pendant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of one hundred dollars.



Whenever any vessel liable to seizure or examination does not bring-to, on being required to do so, or on being chased by any cutter or boat which has displayed the pendant and ensign prescribed for vessels in the revenue service, the master of such cutter or boat may fire at or into such vessel which does not bring-to, after such pendant and ensign has been hoisted, and a gun has been fired by such cutter or boat as a signal; and such master, and all persons acting by or under his direction, shall be indemnified from any penalties or actions for damages for so doing. If any person is killed or wounded by such firing, and the master is prosecuted or arrested therefor, he shall be forthwith admitted to bail. R. S., 2765.

Hereafter revenue cutters shall be used exclusively for the public service, and in no way for private purposes. July 17, 1884.



PART XXVI.—REMISSION OF FINES AND  
PENALTIES.

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295. *Remission of fines and penalties.*

R. S., 5292.

Whenever any person who shall have incurred any fine, penalty, or forfeiture, or disability, or may be interested in any vessel or merchandise which has become subject to any seizure, forfeiture, or disability by authority of any provisions of law for imposing or collecting any duties or taxes, or relating to registering, recording, enrolling, or licensing vessels, or providing for the suppression of insurrections or unlawful combinations against the United States, shall prefer his petition to the judge of the district in which such fine, penalty, or forfeiture, or disability has accrued, truly and particularly setting forth the circumstances of his case, and shall pray that the same may be mitigated or remitted, the judge shall inquire, in a summary manner, into the circumstances of the case; first causing reasonable notice to be given to the person claiming such fine, penalty, or forfeiture, and to the attorney of the United States for such district, that each may have an opportunity of showing cause against the mitigation or remission thereof; and shall cause the facts appearing upon such inquiry to be stated and annexed to the petition, and direct their transmission to the Secretary of the Treasury. The Secretary shall thereupon have power to mitigate or remit such fine, forfeiture, or penalty, or remove such disability, or any part thereof, if, in his opinion, the same was incurred without willful negligence, or any intention of fraud in the person incurring the same; and to direct the prosecution, if any has been instituted for the recovery thereof, to cease and be discontinued, upon such terms or conditions as he may deem reasonable and just.

R. S., 5293.

The Secretary of the Treasury is authorized to prescribe such rules and modes of proceeding to ascertain the facts upon which an application for remission of a fine, penalty, or forfeiture is founded, as he deems proper, and, upon ascertaining them, to remit the fine, penalty, or forfeiture, if in his opinion it was incurred without willful negligence or fraud, in either of the following cases:

First. If the fine, penalty, or forfeiture was imposed under authority of any revenue law, and the amount does not exceed one thousand dollars.



Second. Where the case occurred within either of the collection-districts in the States of California or Oregon.

Third. If the fine, penalty, or forfeiture was imposed under authority of any provisions of law relating to the importation of merchandise from foreign contiguous territory, or relating to manifests for vessels enrolled or licensed to carry on the coasting-trade on the northern, northeastern, and northwestern frontiers.

Fifth. If the fine, penalty, or forfeiture was imposed by authority of any provisions of laws for levying or collecting any duties or taxes, or relating to registering, recording, enrolling, or licensing vessels, and the case arose within the collection-district of Alaska, or was imposed by virtue of any provisions of law relating to fur-seals upon the islands of Saint Paul and Saint George.

The Secretary of the Treasury may, upon application therefor, remit or mitigate any fine or penalty provided for in laws relating to vessels, or discontinue any prosecution to recover penalties denounced in such laws, excepting the penalty of imprisonment, or of removal from office, upon such terms as he, in his discretion, shall think proper; and all rights granted to informers by such laws shall be held subject to the Secretary's power of remission, except in cases where the claims of any informer to the share of any penalty shall have been determined by a court of competent jurisdiction; prior to the application for the remission of the penalty; and the Secretary shall have authority to ascertain the facts upon all such applications, in such manner and under such regulations as he may deem proper.

R. S., 5294.  
Dec. 15, 1894.

Any officer or other person entitled to or interested in a part or share of any fine, penalty, or forfeiture incurred under any law of the United States, may be examined as a witness in any of the proceedings for the recovery of such fine, penalty, or forfeiture by either of the parties thereto, and such examination shall not deprive such witness of his share or interest in such fine, penalty, or forfeiture.

R. S., 5295.

Whenever any fine, penalty, forfeiture, exaction, or charge arising under the laws relating to vessels or seamen has been paid to any collector of customs or consular officer, and application has been made within one year from such payment for the refunding or remission of the same, the Secretary of the Treasury if on investigation he finds that such fine, penalty, forfeiture, exaction, or charge was illegally, improperly, or excessively imposed, shall have the power, either before or after the same has been covered into the Treasury, to refund so much of such fine, penalty, forfeiture, exaction or charge as he may think proper, from any moneys in the Treasury not otherwise appropriated.

June 26, 1884.  
Sec. 26.



## PART XXVII.—CATTLE AND LIVE-STOCK TRADE.

296. Regulation of cattle ships.  
297. Inspection of live stock.  
298. Inspection of pork and bacon.  
299. Diseased cattle.

300. Quarantine of live stock.  
301. Care of cattle in domestic trade.  
302. Neat cattle.

### 296. *Regulation of cattle ships.*

Mar. 3, 1891.

The Secretary of Agriculture is hereby authorized to examine all vessels which are to carry export cattle from the ports of the United States to foreign countries, and to prescribe by rules and regulations or orders the accommodations which said vessels shall provide for export cattle, as to space, ventilation, fittings, food and water supply and such other requirements as he may decide to be necessary for the safe and proper transportation and humane treatment of such animals.

Sec. 2.

Whenever the owner, owners, or master of any vessel carrying export cattle shall willfully violate or cause or permit to be violated any rule, regulation or order made pursuant to the foregoing section the vessel in respect of which such violation shall occur may be prohibited from again carrying cattle from any port of the United States for such length of time, not exceeding one year, as the Secretary of Agriculture may direct, and such vessel shall be refused clearance from any port of the United States accordingly.

### 297. *Inspection of live stock.*

Mar. 3, 1891.

The Secretary of Agriculture shall cause to be made a careful inspection of all cattle intended for export to foreign countries from the United States, at such times and places, and in such manner, as he may think proper, with a view to ascertaining whether such cattle are free from disease; and for this purpose he may appoint inspectors, who shall be authorized to give an official certificate clearly stating the condition in which such animals are found, and no clearance shall be given to any vessel having on board cattle for exportation to a foreign country unless the owner or shipper of such cattle has a certificate from the inspector herein authorized to be appointed, stating that said cattle are sound and free from disease.

Sec. 2.

The Secretary of Agriculture shall also cause to be made a careful inspection of all live cattle the meat of which is intended for exportation to any foreign country, at such



times and places, and in such manner, as he may think proper, with a view to ascertain whether said cattle are free from disease and their meat sound and wholesome, and may appoint inspectors, who shall be authorized to give an official certificate clearly stating the condition in which such cattle and meat are found, and no clearance shall be given to any vessel having on board any fresh beef for exportation to and sale in a foreign country from any port of the United States until the owner or shipper shall obtain from an inspector appointed under the provisions of this act such certificate.

The Secretary of Agriculture shall cause to be inspected prior to their slaughter, all cattle, sheep, and hogs which are subjects of interstate commerce and which are about to be slaughtered at slaughter-houses, canning, salting, packing or rendering establishments in any State or Territory, the carcasses or products of which are to be transported and sold for human consumption in any other State or Territory, or the District of Columbia. And in addition to the aforesaid inspection, there may be made in all cases where the Secretary of Agriculture may deem necessary or expedient, under rules and regulations to be by him prescribed, a post mortem examination of the carcasses of all cattle, sheep, and hogs about to be prepared for human consumption at any slaughter-house, canning, salting, packing or rendering establishment in any State or Territory, or the District of Columbia which are the subjects of interstate commerce. Sec. 3.

Said examination shall be made in the manner provided by rules and regulations to be prescribed by the Secretary of Agriculture, and after said examination the carcasses and products of all cattle, sheep, and swine found to be free of disease, and wholesome, sound, and fit for human food, shall be marked, stamped, or labeled for identification as may be provided by said rules and regulations of the Secretary of Agriculture. Sec. 4.

Any person who shall forge, counterfeit, or knowingly and wrongfully alter, deface, or destroy any of the marks, stamps, or other devices provided for in the regulations of the Secretary of Agriculture, of any such carcasses or their products, or who shall forge, counterfeit, or knowingly and wrongfully alter, deface, or destroy any certificate provided for in said regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, or by both said punishments in the discretion of the court.

It shall be unlawful for any person to transport from one State or Territory or the District of Columbia into any other State or Territory or the District of Columbia, or for any person to deliver to another for transportation from one State or Territory or the District of Columbia into another State or Territory or the District of Columbia the carcasses of any cattle, sheep, or swine, or the food products thereof, which have been examined in accordance with Sec. 5.



the provisions of sections three and four of this act, and which on said examination have been declared by the inspector making the same to be unsound or diseased. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and punished for each offense as provided in section four of this act.

Sec. 6.

The inspectors provided for in sections one and two of this act shall be authorized to give official certificates of the sound and wholesome condition of the cattle, sheep, and swine, their carcasses and products described in sections three and four of this act, and one copy of every certificate granted under the provisions of this act shall be filed in the Department of Agriculture, another copy shall be delivered to the owner or shipper, and when the cattle, sheep, and swine, or their carcasses and products are sent abroad, a third copy shall be delivered to the chief officer of the vessel on which the shipment shall be made.

Sec. 7.

None of the provisions of this act shall be so construed as to apply to any cattle, sheep, or swine slaughtered by any farmer upon his farm, which may be transported from one State or Territory or the District of Columbia into another State or Territory or the District of Columbia: *Provided, however,* That if the carcasses of such cattle, sheep, or swine go to any packing or canning establishment and are intended for transportation to any other State or Territory or the District of Columbia as hereinbefore provided, they shall there be subject to the post mortem examination provided for in sections three and four of this act.

**298. *Inspection of pork and bacon.***

Aug. 30, 1890.

The Secretary of Agriculture may cause to be made a careful inspection of salted pork and bacon intended for exportation, with a view to determining whether the same is wholesome, sound, and fit for human food whenever the laws, regulations, or orders of the Government of any foreign country to which such pork or bacon is to be exported shall require inspection thereof relating to the importation thereof into such country, and also whenever any buyer, seller, or exporter of such meats intended for exportation shall request the inspection thereof. Such inspection shall be made at the place where such meats are packed or boxed, and each package of such meats so inspected shall bear the marks, stamps, or other device for identification provided for in the last clause of this section: *Provided,* That an inspection of such meats may also be made at the place of exportation if an inspection has not been made at the place of packing, or if in the opinion of the Secretary of Agriculture, a re-inspection becomes necessary. One copy of any certificate issued by any such inspector shall be filed in the Department of Agriculture; another copy shall be attached to the invoice of each separate shipment of such meat, and a third copy shall be delivered to the consignor or shipper of such meat as evidence that packages of salted pork and bacon have been inspected in accordance with the provi-



sions of this act and found to be wholesome, sound, and fit for human food; and for the identification of the same such marks, stamps, or other devices as the Secretary of Agriculture may by regulation prescribe shall be affixed to each of such packages. Any person who shall forge, counterfeit, or knowingly and wrongfully alter, deface, or destroy any of the marks, stamps, or other devices provided for in this section on any package of any such meats, or who shall forge, counterfeit, or knowingly and wrongfully alter, deface, or destroy any certificate in reference to meats provided for in this section, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding one thousand dollars or imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

**299. *Diseased cattle.***

The importation of neat cattle, sheep, and other ruminants, and swine, which are diseased or infected with any disease, or which shall have been exposed to such infection within sixty days next before their exportation, is hereby prohibited; and any person who shall knowingly violate the foregoing provision shall be deemed guilty of a misdemeanor, and shall, on conviction, be punished by a fine not exceeding five thousand dollars, or by imprisonment not exceeding three years, and any vessel or vehicle used in such unlawful importation with the knowledge of the master or owner of said vessel or vehicle that such importation is diseased or has been exposed to infection as herein described, shall be forfeited to the United States.

Aug. 30, 1890.  
Sec. 6.

**300. *Quarantine of live stock.***

The Secretary of Agriculture be, and is hereby, authorized, at the expense of the owner, to place and retain in quarantine all neat cattle, sheep, and other ruminants, and all swine, imported into the United States, at such ports as he may designate for such purpose, and under such conditions as he may by regulation prescribe, respectively, for the several classes of animals above described; and for this purpose he may have and maintain possession of all lands, buildings, animals, tools, fixtures, and appurtenances now in use for the quarantine of neat cattle, and hereafter purchase, construct, or rent as may be necessary, and he may appoint veterinary surgeons, inspectors, officers, and employees by him deemed necessary to maintain such quarantine, and provide for the execution of the other provisions of this act.

Aug. 30, 1890.  
Sec. 7.

The importation of all animals described in this act into any port in the United States, except such as may be designated by the Secretary of Agriculture, with the approval of the Secretary of the Treasury, as quarantine stations, is hereby prohibited; and the Secretary of Agriculture may cause to be slaughtered such of the animals named in this act as may be, under regulations prescribed by him, adjudged to be infected with any contagious disease, or to have been

Sec. 8.



exposed to infection so as to be dangerous to other animals; and that the value of animals so slaughtered as being so exposed to infection but not infected may be ascertained by the agreement of the Secretary of Agriculture and owners thereof, if practicable; otherwise, by the appraisal by two persons familiar with the character and value of such property, to be appointed by the Secretary of Agriculture, whose decision, if they agree, shall be final; otherwise the Secretary of Agriculture shall decide between them, and his decision shall be final; and the amount of the value thus ascertained shall be paid to the owner thereof out of money in the Treasury appropriated for the use of the Bureau of Animal Industry; but no payment shall be made for any animal imported in violation of the provisions of this act.

If any animal subject to quarantine according to the provisions of this act are brought into any port of the United States where no quarantine station is established the collector of such port shall require the same to be conveyed by the vessel on which they are imported or are found to the nearest quarantine station, at the expense of the owner.

Sec. 9.

Whenever, in the opinion of the President, it shall be necessary for the protection of animals in the United States against infectious or contagious diseases, he may, by proclamation, suspend the importation of all or any class of animals for a limited time, and may change, modify, revoke, or renew such proclamation, as the public good may require; and during the time of such suspension the importation of any such animals shall be unlawful.

Sec. 10.

The Secretary of Agriculture shall cause careful inspection to be made by a suitable officer of all imported animals described in this act, to ascertain whether such animals are infected with contagious diseases or have been exposed to infection so as to be dangerous to other animals, which shall then either be placed in quarantine or dealt with according to the regulations of the Secretary of Agriculture; and all food, litter, manure, clothing, utensils, and other appliances that have been so related to such animals on board ship as to be judged liable to convey infection shall be dealt with according to the regulations of the Secretary of Agriculture;

And the Secretary of Agriculture may cause inspection to be made of all animals described in this act intended for exportation, and provide for the disinfection of all vessels engaged in the transportation thereof, and of all barges or other vessels used in the conveyance of such animals intended for export to the ocean steamer or other vessels, and of all attendants and their clothing, and of all headropes and other appliances used in such exportation, by such orders and regulations as he may prescribe; and if, upon such inspection, any such animals shall be adjudged, under the regulations of the Secretary of Agriculture, to be infected or to have been exposed to infection so as to be dangerous to other animals, they shall not be allowed to be placed upon any vessel for exportation: the expense of all



the inspection and disinfection provided for in this section to be borne by the owners of the vessels on which such animals are exported.

**301. *Care of cattle in domestic trade.***

No railroad company within the United States whose road forms any part of a line of road over which cattle, sheep, swine, or other animals are conveyed from one State to another, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals from one State to another, shall confine the same in cars, boats, or vessels of any description, for a longer period than twenty-eight consecutive hours, without unloading the same for rest, water, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. In estimating such confinement the time during which the animals have been confined without such rest on connecting roads from which they are received shall be included, it being the intent of this section to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon contingencies hereinbefore stated. R. S., 4386.

Animals so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of his default in so doing, then by the railroad company or owners or masters of boats or vessels transporting the same at the expense of the owner or person in custody thereof; and such company, owners, or masters shall in such case have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of such animals. R. S., 4387.

Any company, owner, or custodian of such animals who knowingly and willingly fails to comply with the provisions of the two preceding sections, shall, for every such failure, be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars. But when animals are carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity to rest, the provisions in regard to their being unloaded shall not apply. R. S., 4388.

The penalty created by the preceding sections shall be recovered by civil action in the name of the United States, in the circuit or district court of the United States, holden within the district where the violation may have been committed, or the person or corporation resides or carries on its business; and it shall be the duty of all United States marshals, their deputies and subordinates, to prosecute all violations which come to their notice or knowledge. R. S., 4389.

Any person or corporation entitled to a lien under section forty-three hundred and eighty-seven may enforce the same by a petition filed in the district court holden within the district where the food, care, and custody have been furnished, or the owner or custodian of the property resides; and the court shall have power to issue all suitable process R. S., 4390.



for the enforcement of such lien by sale or otherwise, and to compel the payment of all costs, penalties, charges, and expenses of proceedings under the provisions of this and the preceding sections.

302. *Neat cattle.*

Aug. 28, 1894.  
Sec. 17.

The importation of neat cattle and the hides of neat cattle from any foreign country into the United States is prohibited: *Provided*, That the operation of this section shall be suspended as to any foreign country or countries, or any parts of such country or countries, whenever the Secretary of the Treasury shall officially determine, and give public notice thereof that such importation will not tend to the introduction or spread of contagious or infectious diseases among the cattle of the United States; and the Secretary of the Treasury is hereby authorized and empowered, and it shall be his duty, to make all necessary orders and regulations to carry this section into effect, or to suspend the same as herein provided, and to send copies thereof to the proper officers in the United States, and to such officers or agents of the United States in foreign countries as he shall judge necessary.

Sec. 18.

Any person convicted of a willful violation of any of the provisions of the preceding section shall be fined not exceeding five hundred dollars, or imprisoned not exceeding one year, or both, in the discretion of the court.



## PART XXVIII.—ADULTERATED FOOD PRODUCTS.

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### 303. *Adulterated food products.*

It shall be unlawful to import into the United States any adulterated or unwholesome food or drug or any vinous, spirituous or malt liquors, adulterated or mixed with any poisonous or noxious chemical drug or other ingredient injurious to health. Any person who shall knowingly import into the United States any such adulterated food or drug, or drink, knowing or having reasons to believe the same to be adulterated, being the owner or the agent of the owner, or the consignor or consignee of the owner, or in privity with them, assisting in such unlawful act, shall be deemed guilty of a misdemeanor, and liable to prosecution therefor in the district court of the United States for the district into which such property is imported; and, on conviction, such person shall be fined in a sum not exceeding one thousand dollars for each separate shipment, and may be imprisoned by the court for a term not exceeding one year, or both, at the discretion of the court.

Aug. 30, 1890.

Sec. 2.

Any article designed for consumption as human food or drink, and any other article of the classes or description mentioned in this act, which shall be imported into the United States contrary to its provisions, shall be forfeited to the United States, and shall be proceeded against under the provisions of chapter eighteen of title thirteen of the Revised Statutes of the United States [R. S. 911-1042;]

Sec. 3.

And such imported property so declared forfeited may be destroyed or returned to the importer for exportation from the United States after the payment of all costs and expenses, under such regulations as the Secretary of the Treasury may prescribe; and the Secretary of the Treasury may cause such imported articles to be inspected or examined in order to ascertain whether the same have been so unlawfully imported.

Whenever the President is satisfied that there is good reason to believe that any importation is being made, or is about to be made, into the United States, from any foreign country, of any article used for human food or drink that is adulterated to an extent dangerous to the health or welfare of the people of the United States, or any of them, he may issue his proclamation suspending the importation of such articles from such country for such period of time as he may think necessary to prevent such importation; and during such period it shall be unlawful to import into the United States from the countries designated in the proclamation of the President any of the articles the importation of which is so suspended.

Sec. 4.



## PART XXIX.—TEA TRADE.

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### 304. *Tea trade.*

Mar. 2, 1883.

From and after the passage of this act it shall be unlawful for any person or persons or corporation to import or bring into the United States any merchandise for sale as tea, adulterated with spurious leaf or with exhausted leaves, or which contains so great an admixture of chemicals or other deleterious substances as to make it unfit for use; and the importation of all such merchandise is hereby prohibited.

Sec. 2.

On making entry at the custom house of all tea or merchandise described as tea imported into the United States, the importer or consignee shall give a bond to the collector of the port that such merchandise shall not be removed from warehouse until released by the custom house authorities, who shall examine it with reference to its purity and fitness for consumption;

And that for the purpose of such examination samples of each line in every invoice shall be submitted by the importer or consignee to the examiner, with his written statement that such samples represent the true quality of each and every part of the invoice, and accord with the specification therein contained; and in case the examiner has reason to believe that such samples do not represent the true quality of the invoice, he shall make such further examination of the tea represented by the invoice, or any part thereof, as shall be necessary;

*Provided*, That such further examination of such tea shall be made within three days after entry thereof has been made at the custom-house;

*And provided further*, That the bond above required shall also be conditioned for the payment of all custom house charges which may attach to such merchandise prior to its being released or destroyed (as the case may be) under the provisions of this act.

Sec. 3.

If, after an examination, as provided in section two, the tea is found by the examiner not to come within the prohibition of this act, a permit shall at once be granted to the importer or consignee declaring the tea free from control of the custom authorities;

But if on examination such tea, or merchandise described as tea, is found, in the opinion of the examiner, to come



within the prohibitions of this act, the importer or consignee shall be immediately notified, and the tea, or merchandise described as tea, so returned shall not be released by the custom house, unless on a re-examination called for by the importer or consignee, the return of the examiner shall be found erroneous:

*Provided*, That should a portion of the invoice be passed by the examiner, a permit shall be granted for that portion, and the remainder held for further examination, as provided in section four.

In case of any dispute between the importer or consignee and the examiner, the matter in dispute shall be referred for arbitration to a committee of three experts, one to be appointed by the collector, one by the importer, and the two to choose a third, and their decision shall be final; Sec. 4.

And if upon such final re-examination, the tea shall be found to come within the prohibitions of this act, the importer or consignee shall give a bond, with securities satisfactory to the collector to export said tea, or merchandise described as tea, out of the limits of the United States, within a period of six months after such final re-examination;

But if the same shall not have been exported within the time specified, the collector, at the expiration of that time, shall cause the same to be destroyed.

The examination and appraisement herein provided for shall be made by a duly qualified appraiser of the port at which said tea is entered, and when entered at ports where there are no appraisers, such examination and appraisement shall be made by the revenue officers to whom is committed the collection of duties, unless the Secretary of the Treasury shall otherwise direct. Sec. 5.

Leaves to which the term "exhausted" is applied in this act shall mean and include any tea which has been deprived of its proper quality, strength, or virtue by steeping, infusion, decoction, or other means. Sec. 6.

The Secretary of the Treasury shall have the power to enforce the provisions of this act by appropriate regulations. Sec. 8.



## PART XXX.—OPIUM TRADE.

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### 305. *Opium trade.*

Feb. 23, 1887.

The importation of opium into any of the ports of the United States by any subject of the Emperor of China is hereby prohibited. Every person guilty of a violation of the preceding provision shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine of not more than five hundred dollars nor less than fifty dollars, or by imprisonment for a period of not more than six months nor less than thirty days, or by both such fine and imprisonment, in the discretion of the court.

Sec. 2.

Every package containing opium, either in whole or in part, imported into the United States by any subject of the Emperor of China, shall be deemed forfeited to the United States; and proceedings for the declaration and consequences of such forfeiture may be instituted in the courts of the United States as in other cases of the violation of the laws relating to other illegal importations.

Sec. 3.

No citizen of the United States shall import opium into any of the open ports of China, nor transport the same from one open port to any other open port, or buy or sell opium in any of such open ports of China, nor shall any vessel owned by citizens of the United States, or any vessel, whether foreign or otherwise, employed by any citizen of the United States, or owned by any citizen of the United States, either in whole or in part, and employed by persons not citizens of the United States, take or carry opium into any of such open ports of China, or transport the same from one open port to any other open port, or be engaged in any traffic therein between or in such open ports or any of them. Citizens of the United States offending against the provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not exceeding five hundred dollars nor less than fifty dollars, or by both such punishments, in the discretion of the court.

The consular courts of the United States in China, concurrently with any district court of the United States in the district in which any offender may be found, shall have jurisdiction to hear, try, and determine all cases arising under the foregoing provisions of this section, subject to the general regulations provided by law.



Every package of opium or package containing opium, either in whole or in part, brought, taken, or transported, trafficked, or dealt in contrary to the provisions of this section, shall be forfeited to the United States, for the benefit of the Emperor of China; and such forfeiture, and the declaration and consequences thereof, shall be made, had, determined, and executed by the proper authorities of the United States exercising judicial powers within the Empire of China.



## PART XXXI.—RULES TO PREVENT COLLISIONS.

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|------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| 306. Duty to stay by.                                                  | 310. Inland or local rules.                                                        |
| 307. International rules of 1885.                                      | 311. Rules for the Great Lakes and the St. Lawrence River as far east as Montreal. |
| 308. Proposed international rules of 1890.                             | 312. River navigation.                                                             |
| 309. Limits of application of international and inland or local rules. |                                                                                    |

### 306. *Duty to stay by.*

Sept. 4, 1890.

In every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without serious danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any) such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision, and also to give to the master or person in charge of the other vessel the name of his own vessel and her port of registry, or the port or place to which she belongs, and also the name of the ports and places from which and to which she is bound.

If he fails so to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

Sec. 2.

Every master or person in charge of a United States vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid shall be deemed guilty of a misdemeanor, and shall be liable to a penalty of one thousand dollars, or imprisonment for a term not exceeding two years; and for the above sum the vessel shall be liable and may be seized and proceeded against by process in any district court of the United States by any person; one-half such sum to be payable to the informer and the other half to the United States.

### 307. *International rules of 1885.*

Mar. 3, 1885.

The following "Revised International Rules and Regulations for Preventing Collisions at Sea" shall be followed in the navigation of all public and private vessels of the United States upon the high seas and in all coast waters of the United States, except such as are otherwise provided for, namely:



ARTICLE 1. In the following rules every steamship which is under sail and not under steam is to be considered a sailing-ship, and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

RULES CONCERNING LIGHTS.

ART. 2. The lights mentioned in the following articles numbered three, four, five, six, seven, eight, nine, ten, and eleven, and no others, shall be carried in all weathers, from sunset to sunrise.

ART. 3. A sea going steamship, when under way, shall carry—

(a) On or in front of the foremast, at a height above the hull of not less than twenty feet, and if the breadth of the ship exceeds twenty feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(b) On the starboard side a green light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(c) On the port side a red light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ART. 4. A steamship when towing another ship shall, in addition to her side-lights, carry two bright white lights in a vertical line, one over the other, not less than three feet apart, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light which other steamships are required to carry.

ART. 5 (a) A ship, whether a steamship or a sailingship, which from any accident is not under command, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three red lights in globular lanterns, each not less than ten inches in diameter, in a vertical line,



one over the other, not less than three feet apart, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles and shall by day carry in a vertical line, one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

(b) A ship, whether a steamship or a sailing-ship, employed in laying or in picking up a telegraph cable, shall at night carry, in the same position as the white light which steamships are required to carry, and if a steamship, in place of that light, three lights in globular lanterns, each not less than ten inches in diameter, in a vertical line, over one another, not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character that the red lights shall be visible at the same distance as the white light. By day she shall carry, in a vertical line, one over the other, not less than six feet apart, in front of but not lower than her foremasthead, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in color, and the middle one diamond in shape and white.

(c) The ships referred to in this article when not making any way through the water shall not carry the side-lights, but when making way shall carry them

(d) The lights and shapes required to be shown by this article are to be taken by other ships as signals that the ship showing them is not under command, and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in article twenty-seven.

ART. 6. A sailing ship under way or being towed shall carry the same lights as are provided by article three for a steamship under way, with the exception of the white light, which she shall never carry.

ART. 7. Whenever, as in the case of small vessels during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

ART. 8. A ship, whether a steamship or a sailing-ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all round the horizon at a distance of at least one mile.



ART. 9. A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the mastshead, visible all round the horizon, and shall also exhibit a flare-up light or a flare-up lights at short intervals, which shall never exceed fifteen minutes. A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

ART. 10. Open boats and fishing-vessels of less than twenty tons net registered tonnage, when under way, and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:

(a) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

(b) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all around the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.

(c) All vessels when trawling, dredging, or fishing with any kind of drag-nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all around the horizon, on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.

(d) A vessel employed in line-fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift-nets.



(e) If a vessel, when fishing with a trawl, dredge, or any kind of drag-net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog-signal for a vessel at anchor.

(f) Fishing-vessels and open boats may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the after-part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net they shall be exhibited from the bow.

(g) Every fishing-vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light, visible all around the horizon at a distance of at least one mile.

(h) In a fog a drift-net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag-net, and a vessel employed in line-fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog-horn and ring her bell alternately.

ART. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.

#### SOUND SIGNALS FOR FOG, AND SO FORTH.

ART. 12. A steamship shall be provided with a steam-whistle or other efficient steam sound signals, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn, to be sounded by a bellows or other mechanical means, and also with an efficient bell. (In all cases where the regulations require a bell to be used, a drum will be substituted on board Turkish vessels.) A sailing-ship shall be provided with a similar fog-horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows, that is to say:

(a) A steamship under way shall make with her steam-whistle or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

(b) A sailing-ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(c) A steamship and a sailing-ship when not under way shall, at intervals of not more than two minutes, ring the bell.

#### SPEED OF SHIPS TO BE MODERATE IN FOG, AND SO FORTH.

ART. 13. Every ship, whether a sailing-ship or a steamship, shall in a fog, mist, or falling snow go at a moderate speed.



## STEERING AND SAILING RULES.

ART. 14. When two sailing-ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

(a) A ship which is running free shall keep out of the way of a ship which is close hauled.

(b) A ship which is close hauled on the port tack shall keep out of the way of a ship which is close hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e) A ship which has the wind aft shall keep out of the way of the other ship.

ART. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which by day each ship sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each ship is in such a position as to see both the side-lights of the other. It does not apply by day to cases in which a ship sees another ahead crossing her own course, or by night to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

ART. 16. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

ART. 17. If two ships, one of which is a sailing-ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing-ship.

ART. 18. Every steamship, when approaching another ship so as to involve risk of collision shall slacken her speed, or stop and reverse, if necessary.

ART. 19. In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle, namely:

One short blast to mean "I am directing my course to starboard."



Two short blasts to mean "I am directing my course to port."

Three short blasts to mean "I am going full speed astern."

The use of these signals is optional, but if they are used the course of the ship must be in accordance with the signal made.

ART. 20. Notwithstanding anything contained in any preceding article, every ship, whether a sailing-ship or a steamship, overtaking any other shall keep out of the way of the overtaken ship.

ART. 21. In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

ART. 22. Where by the above rules one of two ships is to keep of the way, the other shall keep her course.

ART. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

NO SHIP, UNDER ANY CIRCUMSTANCES, TO NEGLECT PROPER PRECAUTIONS.

ART. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

RESERVATION OF RULES FOR HARBOR AND INLAND NAVIGATION.

ART. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland navigation.

SPECIAL LIGHTS FOR SQUADRONS AND CONVOYS.

ART. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy.

ART. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say:

In the daytime—

First. A gun fired at intervals of about a minute.

Second. The international code signal of distress indicated by N C.



Third. The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball.

At night—

First. A gun fired at intervals of about a minute.

Second. Flames on the ship (as from a burning tar-barrel, oil-barrel, and so forth).

Third. Rockets or shells, throwing stars of any color or description, fired one at a time, at short intervals."

All laws and parts of laws inconsistent with the foregoing "Revised International Rules and Regulations" for the navigation of all public and private vessels of the United States upon the high seas, and in all coast waters of the United States, are hereby repealed, except as to the navigation of such vessels within the harbors, lakes, and inland waters of the United States; and this act shall take effect and be in force from and after the first day of September, anno Domini eighteen hundred and eighty-four.

Sec. 2.

**308. *Proposed international rules of 1890.***

Whereas the President, in accordance with the proposition of Great Britain to enforce on March first, eighteen hundred and ninety-five, the revised international regulations for preventing collisions at sea, and on the representations of that Government that those regulations had received the general approval of the several foreign maritime powers pursuant to section three of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea," issued on July thirteenth, eighteen hundred and ninety-four, his proclamation fixing March first, eighteen hundred and ninety-five, as the time when the provisions of said Act, as amended, embodying said revised international regulations shall take effect; and

Feb. 23, 1895.

Whereas the Government of Great Britain has withdrawn from the position, communicated to this Government on April twenty-fifth, eighteen hundred and ninety-four, that no time should be lost in carrying those regulations into effect, and on January sixteenth, eighteen hundred and ninety-five, announced to this Government that the Government of Great Britain now finds it impossible until Parliament has been consulted to fix a date for bringing the regulations into force, and earnestly requests this Government to consent to a temporary postponement of the enforcement of said regulations; and

Whereas it is desirable that the revised international regulations for preventing collisions at sea shall be put into force simultaneously by the maritime powers: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That said Act of August nineteenth, eighteen hundred and ninety, take effect not on March first, eighteen hundred and ninety-five, but at a subsequent time, to be fixed by the President by proclamation issued for that purpose.



Aug. 19, 1890.

The following regulations for preventing collisions at sea shall be followed by all public and private vessels of the United States upon the high seas and in all *waters connected therewith, navigable by seagoing vessels.*

[NOTE.—Changes from rules of 1885 are indicated by *italics.*]

#### PRELIMINARY.

In the following rules every *steam-vessel* which is under sail and not under steam is to be considered a *sailing vessel*, and *every vessel* under steam, whether under sail or not, is to be considered a *steam-vessel*.

*The word "steam-vessel" shall include any vessel propelled by machinery.*

*A vessel is "under way" within the meaning of these rules when she is not at anchor, or made fast to the shore, or aground.*

#### RULES CONCERNING LIGHTS, AND SO FORTH.

The word "visible" in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

ARTICLE 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, *and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.*

ART. 2. A *steam-vessel* when under way shall carry—(a) On or in front of the foremast, *or if a vessel without a foremast, then in the fore part of the vessel*, at a height above the hull of not less than twenty feet, and if the breadth of the *vessel* exceeds twenty feet, then at a height above the hull not less than such breadth, *so, however, that the light need not be carried at a greater height above the hull than forty feet*, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the *vessel*, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.



(e) *A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.*

ART. 3. *A steam-vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than six feet apart, and when towing more than one vessel shall carry an additional bright white light six feet above or below such light, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed exceeds six hundred feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article two (a), excepting the additional light, which may be carried at a height of not less than fourteen feet above the hull.*

*Such steam-vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.*

ART. 4. (a) *A vessel which from any accident is not under command shall carry at the same height as a white light mentioned in article two (a), where they can best be seen, and if a steam-vessel in lieu of that light, two red lights, in a vertical line one over the other, not less than six feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than six feet apart, where they can best be seen, two black balls or shapes, each two feet in diameter.*

(b) *A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in article two (a), and if a steam-vessel in lieu of that light, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all around the horizon, at a distance of at least two miles. By day she shall carry in a vertical line, one over the other, not less than six feet apart, where they can best be seen, three shapes not less than two feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.*

(c) *The vessels referred to in this article, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.*

(d) *The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command and can not therefore get out of the way.*

*These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in article thirty-one.*



ART. 5. A *sailing vessel* under way and any vessel being towed shall carry the same lights as are prescribed by article two for a *steam-vessel* under way, with the exception of the white lights mentioned therein, which they shall never carry.

ART. 6. Whenever, as in the case of small vessels *under way* during bad weather, the green and red side-lights can not be fixed, these lights shall be kept *at hand, lighted and ready for use*; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

May 28, 1894.

ART. 7. *Steam vessels of less than forty, and vessels under oars or sails of less than twenty tons gross tonnage, respectively, and rowing boats, when under way, shall not be required to carry the lights mentioned in article two, (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:*

Aug. 19, 1890.

*First. Steam vessels of less than forty tons shall carry—*

(a) *In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.*

(b) *Green and red side-lights, constructed and fixed as prescribed in article two, (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lanterns shall be carried not less than three feet below the white light.*

*Second. Small steamboats, such as are carried by seagoing vessels, may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision one (b).*

*Third. Vessels under oars or sails of less than twenty tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.*

May 28, 1894.

*Fourth. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.*

Aug. 19, 1890.

*The vessels referred to in this article shall not be obliged to carry the lights prescribed by article four (a) and article eleven, last paragraph.*



ART. 8. Pilot vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

*On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.*

*A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.*

Pilot-vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other vessels of their tonnage.

Article nine [act August 19, 1890], is hereby repealed.

May 28, 1894.

[Art. 10, act March 3, 1885.] “Open boats and fishing-vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

Mar. 3, 1885.

The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:

(a) All fishing-vessels and fishing-boats of twenty tons net registered tonnage or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

(b) All vessels when engaged in fishing with drift nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall not be less than six feet and not more than ten feet, and so that the horizontal distance between them, measured in a line with the keel of the vessel, shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction as to show all around the horizon, on a dark night, with a clear atmosphere, for a distance of not less than three miles.

(c) All vessels when trawling, dredging, or fishing with any kind of drag nets shall exhibit, from some part of the vessel where they can be best seen, two lights. One of



these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all round the horizon on a dark night, with a clear atmosphere, the white light to a distance of not less than three miles and the red light of not less than two miles.

(d) A vessel employed in line fishing, with her lines out, shall carry the same lights as a vessel when engaged in fishing with drift nets.

(e) If a vessel, when fishing with a trawl, dredge, or any kind of drag net, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.

(f) Fishing vessels and open boats may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag net shall be shown at the after part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag net they shall be exhibited from the bow.

(g) Every fishing vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light, visible all round the horizon at a distance of at least one mile.

Aug. 13, 1894. “(h) In a fog a drift net vessel attached to her nets, and a vessel when trawling, dredging, or fishing with any kind of drag net, and a vessel employed in line fishing with her lines out, shall, at intervals of not more than two minutes, make a blast with her fog horn and ring her bell alternately.” [Art. 10, act March 3, 1885, reenacted August 13, 1894, so far as lights on fishing vessels are concerned. For open boats see identical provision in article 7, third.]

ART. 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

Aug. 19, 1890. *The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side lights.*

ART. 11. A vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile.



*A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.*

*The length of a vessel shall be deemed to be the length appearing in her certificate of registry.*

*A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by article four (a).*

ART. 12. *Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that can not be mistaken for a distress signal.*

ART. 13. *Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective governments and duly registered and published.*

ART. 14. *A steam vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape two feet in diameter.*

#### SOUND SIGNALS FOR FOG, AND SO FORTH.

ART. 15. *All signals prescribed by this article for vessels under way shall be given—*

1. *By "steam vessels," on the whistle or siren.*
2. *By "sailing vessels and vessels towed," on the fog horn.*

*The words "prolonged blast," used in this article, shall mean a blast of from four to six seconds' duration.*

*A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn to be sounded by mechanical means, and also with an efficient bell. [In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea going vessels.] A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.*

*In fog, mist, falling snow, or heavy rain storms, whether by day or night, the signals described in this article shall be used as follows, viz:*

(a) *A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.*

(b) *A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.*

(c) *A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession,*



and when with the wind abaft the beam three blasts in succession.

(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

(e) A vessel at anchor at sea, when not in ordinary anchorage ground, and when in such a position as to be an obstruction to vessels under way, shall sound, if a steam vessel, at intervals of not more than two minutes, two prolonged blasts with her whistle or siren, followed by ringing her bell; or, if a sailing vessel, at intervals of not more than one minute, two blasts with her fog horn, followed by ringing her bell.

(f) A vessel when towing shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession; namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.

(g) A steam vessel wishing to indicate to another "The way is off my vessel, you may feel your way past me," may sound three blasts in succession; namely, short, long, short, with intervals of about one second between them.

(h) A vessel employed in laying or picking up a telegraph cable shall, on hearing the fog signal of an approaching vessel, sound in answer three prolonged blasts in succession.

(i) A vessel under way, which is unable to get out of the way of an approaching vessel through being not under command or unable to maneuver as required by these rules, shall, on hearing the fog signal of an approaching vessel, sound in answer four short blasts in succession.

Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

#### SPEED OF SHIPS TO BE MODERATE IN FOG, AND SO FORTH.

ART. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

#### STEERING AND SAILING RULES.

##### PRELIMINARY—RISK OF COLLISION.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

ART. 17. When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:



(a) A *vessel* which is running free shall keep out of the way of a *vessel* which is close hauled.

(b) A *vessel* which is close hauled on the port tack shall keep out of the way of a *vessel* which is close hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the *vessel* which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the *vessel* which is to the windward shall keep out of the way of the *vessel* which is to leeward.

(e) A *vessel* which has the wind aft shall keep out of the way of the other *vessel*.

ART. 18. When two *steam vessels* are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where *vessels* are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two *vessels* which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two *vessels* is end on, or nearly end on, to the other; in other words, to cases in which, by day, each *vessel* sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each *vessel* is in such a position as to see both the side lights of the other.

It does not apply by day to cases in which a *vessel* sees another ahead crossing her own course; or by night, to cases where the red light of one *vessel* is opposed to the red light of the other, or where the green light of one *vessel* is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

ART. 19. When two *steam vessels* are crossing, so as to involve risk of collision, the *vessel* which has the other on her own starboard side shall keep out of the way of the other.

ART. 20. When a *steam vessel* and a *sailing vessel* are proceeding in such directions as to involve risk of collision, the *steam vessel* shall keep out of the way of the *sailing vessel*.

"Article twenty-one. Where, by any of these rules, one or two *vessels* is to keep out of the way the other shall keep her course and speed.

"Note.—When, in consequence of thick weather or other causes, such *vessel* finds herself so close that collision can not be avoided by the action of the giving-way *vessel* alone, she shall also take such action as will best aid to avert collision."  
(See articles twenty-seven and twenty-nine.)

ART. 22. Every *vessel* which is directed by these rules to keep out of the way of another *vessel* shall, if the circumstances of the case admit, avoid crossing ahead of the other. May 28, 1894.

ART. 23. Every *steam vessel* which is directed by these rules to keep out of the way of another *vessel* shall, on Aug. 19, 1890.



approaching her, if necessary, slacken her speed or stop or reverse.

ART. 24. Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

*Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.*

*As by day the overtaking vessel can not always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel, and keep out of the way.*

ART. 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

ART. 26. *Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.*

ART. 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

#### SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

ART. 28. *The words "short blast" used in this article shall mean a blast of about one second's duration.*

When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

#### NO VESSEL, UNDER ANY CIRCUMSTANCES, TO NEGLECT PROPER PRECAUTIONS.

ART. 29. Nothing in these rules shall exonerate any vessel or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.



## RESERVATION OF RULES FOR HARBORS AND INLAND NAVIGATION.

ART. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland waters.

## “DISTRESS SIGNALS.

Article thirty-one. When a *vessel* is in distress and requires assistance from other *vessels* or from the shore the following shall be the signals to be used or displayed by her, either together or separately, namely:

In the daytime—

First. A gun or other explosive signal fired at intervals of about a minute. May 28, 1894.

Second. The international code signal of distress indicated by NC. Aug. 19, 1890.

Third. The *distance* signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

Fourth. A continuous sounding with any fog-signal apparatus.

At night—

First. A gun or other explosive signal fired at intervals of about a minute.

Second. Flames on the *vessel* (as from a burning tar barrel, oil barrel, and so forth).

Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

Fourth. A continuous sounding with any fog-signal apparatus. May 28, 1894.

All laws or parts of laws inconsistent with the foregoing regulations for preventing collisions at sea for the navigation of all public and private vessels of the United States upon the high seas, and in all waters connected therewith navigable by sea-going vessels, are hereby repealed. Aug. 19, 1890. Sec. 2.

This act shall take effect at a time to be fixed by the President by proclamation issued for that purpose. Sec. 3.

## 309. Limits of application of international and inland or local rules.

The Secretary of the Treasury is hereby authorized, empowered and directed from time to time to designate and define by suitable bearings or ranges with light houses, light vessels, buoys or coast objects, the lines dividing the high seas from rivers, harbors and inland waters. The words “inland waters” used in this Act shall not be held to include the Great Lakes and their connecting and tributary waters as far east as Montreal; Feb. 19, 1895. Sec. 2.

## 310. Inland or local rules.

On and after March first, eighteen-hundred and ninety-five, the provisions of sections forty-two hundred and thirty-three, forty-four hundred and twelve, and forty-four hundred and thirteen of the Revised Statutes and regulations pursuant thereto shall be followed on the harbors, rivers and inland waters of the United States. Feb. 19, 1895.



The provisions of said sections of the Revised Statutes and regulations pursuant thereto are hereby declared special rules duly made by local authority relative to the navigation of harbors, rivers and inland waters as provided for in Article thirty, of the Act of August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea." [Following are the provisions of said sections.]

R. S., 4233.

The following rules for preventing collisions on the water shall be followed in the navigation of vessels of the Navy and of the mercantile marine of the United States:

#### STEAM AND SAIL VESSELS.

Rule one. Every steam-vessel which is under sail, and not under steam, shall be considered a sail-vessel; and every steam-vessel which is under steam, whether under sail or not, shall be considered a steam-vessel.

#### LIGHTS.

Rule two. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise.

Rule three. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—

(A) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

(B) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.

(C) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.

The green and red lights shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

Rule four. Steam-vessels, when towing other vessels, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam-vessels. Each of these mast-head lights shall be of the same character and construction as the mast-head lights prescribed by Rule three.



Rule five. All steam-vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port side lights of the same character and construction and in the same position as are prescribed for side lights by Rule three, except in the case provided in Rule six.

Rule six. River-steamers navigating waters flowing into the Gulf of Mexico, and their tributaries, shall carry the following lights, namely: One red light on the outboard side of the port smoke-pipe, and one green light on the outboard side of the starboard smoke-pipe. Such lights shall show both forward and abeam on their respective sides.

Rule seven. All coasting steam-vessels, and steam-vessels other than ferry-boats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule six, shall carry the red and green lights, as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after-light being carried at an elevation of at least fifteen feet above the light at the head of the vessel. The head light shall be so constructed as to show a good light through twenty points of the compass, namely: from right ahead to two points abaft the beam on either side of the vessel; and the after-light so as to show all around the horizon. The lights for ferry-boats, barges and canal boats when in tow of steam vessels shall be regulated by such rules as the board of supervising inspectors of steam-vessels shall prescribe.

Mar. 3, 1893.

Rule eight. Sail-vessels, under way or being towed, shall carry the same lights as steam vessels under way, with the exception of the white mast-head lights, which they shall never carry.

R. S., 4233.

Rule nine. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

Rule ten. All vessels, whether steam-vessels or sail-vessels, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

Rule eleven. Sailing pilot-vessels shall not carry the lights required for other sailing-vessels, but shall carry a white light at the mast-head, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.



June 19, 1886.

R. S., 4233.

Rule twelve. Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand-power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the board of supervising inspectors of steam-vessels, but this rule shall be so construed as not to require row boats and skiffs on the river St. Lawrence to carry lights.

Rule thirteen. Open boats shall not be required to carry the side-lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if considered expedient.

Rule fourteen. The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

#### FOG-SIGNALS.

Rule fifteen. Whenever there is a fog, or thick weather, whether by day or night, for-signals shall be used, as follows:

(A) Steam-vessels under way shall sound a steam-whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute.

(B) Sail-vessels under way shall sound a fog-horn at intervals of not more than five minutes.

(C) Steam-vessels and sail-vessels, when not under way, shall sound a bell at intervals of not more than five minutes.

(D) Coal-boats, trading-boats, produce-boats, canal-boats, oyster-boats, fishing-boats, rafts, or other water-craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fairway of any bay, harbor, or river, and not in any port, shall sound a fog-horn, or equivalent signal, which shall make a sound equal to a steam-whistle, at intervals of not more than two minutes.

#### STEERING AND SAILING RULES.

Rule sixteen. If two sail-vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.



Rule seventeen. When two sail-vessels are crossing so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side, except in the case in which the vessel with the wind on the port side is close-hauled, and the other vessel free, in which case the latter vessel shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

Rule eighteen. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Rule nineteen. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule twenty. If two vessels, one of which is a sail-vessel and the other a steam-vessel, are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sail-vessel.

Rule twenty-one. Every steam-vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam-vessel shall, when in a fog, go at a moderate speed.

Rule twenty-two. Every vessel overtaking any other vessel shall keep out of the way of the last-mentioned vessel.

Rule twenty-three. Where, by Rules seventeen, nineteen, twenty, and twenty-two, one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of Rule twenty-four.

Rule twenty-four. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

The board of supervising inspectors shall establish such regulations to be observed by all steam-vessels in passing each other, as they shall from time to time deem necessary for safety; two printed copies of such regulations, signed by them, shall be furnished to each of such vessels, and shall at all times be kept posted up in conspicuous places in such vessels.

R. S., 4412.

Every pilot, engineer, mate, or master of any steam-vessel who neglects or willfully refuses to observe the regulations established in pursuance of the preceding section, shall be liable to a penalty of fifty dollars, and for all damages sustained by any passenger, in his person or baggage, by such neglect or refusal.

R. S., 4413.

Collectors or other chief officers of the customs shall require all sail vessels to be furnished with proper signal lights. Every such vessel that shall be navigated without complying with the Statutes of the United States, or the

R. S., 4234.

Feb. 19. 1895.

Sec. 3.



regulations that may be lawfully made thereunder, shall be liable to a penalty of two hundred dollars, one-half to go to the informer; for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.

Sec. 4.

The words "inland waters" used in this Act shall not be held to include the Great Lakes and their connecting and tributary waters as far east as Montreal; and this Act shall not in any respect modify or affect the provisions of the Act entitled "An Act to regulate navigation on the Great Lakes and their connecting and tributary waters," approved February eighth, eighteen hundred and ninety-five.

**311.** *Rules for the Great Lakes and the St. Lawrence River as far east as Montreal.*

Feb. 8, 1895.

The following rules for preventing collisions shall be followed in the navigation of all public and private vessels of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal.

STEAM AND SAIL VESSELS.

**RULE 1.** Every steam vessel which is under sail and not under steam, shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel. The word steam vessel shall include any vessel propelled by machinery. A vessel is under way within the meaning of these rules when she is not at anchor or made fast to the shore or aground.

LIGHTS.

**RULE 2.** The lights mentioned in the following rules and no others shall be carried in all weathers from sunset to sunrise. The word visible in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

**RULE 3.** Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry:

(a) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so, however, that such height need not exceed forty feet, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such character as to be visible at a distance of at least five miles.

(b) On the starboard side, a green light, so constructed as to throw an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light



from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red lights shall be fitted with in-board screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A steamer of over one hundred and fifty feet register length shall also carry when under way an additional bright light similar in construction to that mentioned in subdivision (a), so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least three miles. Such additional light shall be placed in line with the keel at least fifteen feet higher from the deck and more than seventy-five feet abaft the light mentioned in subdivision (a).

#### VESSELS TOWING.

RULE 4. A steam vessel having a tow other than a raft shall in addition to the forward bright light mentioned in subdivision (a) of rule three carry in a vertical line not less than six feet above or below that light a second bright light of the same construction and character and fixed and carried in the same manner as the forward bright light mentioned in said subdivision (a) of rule three. Such steamer shall also carry a small bright light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

RULE 5. A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule four, carry on or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so however that such height need not exceed forty feet, two bright lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least five miles. Such steamer shall also carry the small bright steering light aft, of the character and fixed as required in rule four.

RULE 6. A sailing vessel under way and any vessel being towed shall carry the side lights mentioned in rule three.

A vessel in tow shall also carry a small bright light aft, but such light shall not be visible forward of the beam.

RULE 7. The lights for tugs under thirty tons register whose principal business is harbor towing, and for boats navigating only on the River Saint Lawrence, also ferry-



boats, rafts, and canal boats, shall be regulated by rules which have been or may hereafter be prescribed by the Board of Supervising Inspectors of Steam Vessels.

RULE 8. Whenever, as in the case of small vessels under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

RULE 9. A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern constructed so as to show a clear, uniform, and unbroken light, visible all around the horizon, at a distance of at least one mile.

A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

RULE 10. Produce boats, canal boats, fishing boats, rafts, or other water craft navigating any bay, harbor, or river by hand power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, and not otherwise provided for in these rules, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

RULE 11. Open boats shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition if considered expedient.

RULE 12. Sailing vessels shall at all times, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching.

RULE 13. The exhibition of any light on board of a vessel of war or revenue cutter of the United States may be suspended whenever, in the opinion of the Secretary of the



Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

#### FOG SIGNALS.

RULE 14. A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than eight feet from the deck, or in such other place as the local inspectors of steam vessels shall determine, and of such character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell, and it is hereby made the duty of the United States local inspectors of steam vessels when inspecting the same to require each steamer to be furnished with such whistle and bell. A sailing vessel shall be provided with an efficient fog horn and with an efficient bell.

Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, fog signals shall be used as follows:

(a) A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle.

(b) Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

(c) A steamer with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.

(d) A sailing vessel under way and not in tow shall sound at intervals of not more than one minute—

If on the starboard tack with wind forward of abeam, one blast of her fog horn;

If on the port tack with wind forward of the beam, two blasts of her fog horn;

If she has the wind abaft the beam on either side, three blasts of her fog horn.

(e) Any vessel at anchor and any vessel aground in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for three to five seconds.

(f) Vessels of less than ten tons registered tonnage, not being steam vessels, shall not be obliged to give the above-mentioned signals, but if they do not they shall make some other efficient sound signal at intervals of not more than one minute.

(g) Produce boats, fishing boats, rafts, or other water craft navigating by hand power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these rules, shall sound a fog horn, or equivalent signal, at intervals of not more than one minute.



RULE 15. Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rain storms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other.

#### STEERING AND SAILING RULES.

##### SAILING VESSELS.

RULE 16. When two sailing vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is closehauled.

(b) A vessel which is closehauled on the port tack shall keep out of the way of a vessel which is closehauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When they are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

##### STEAM VESSELS.

RULE 17. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision each shall alter her course to starboard, so that each shall pass on the port side of the other.

RULE 18. When two steam vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other.

RULE 19. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel.

RULE 20. Where, by any of the rules herein prescribed, one of two vessels shall keep out of the way, the other shall keep her course and speed.

RULE 21. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

RULE 22. Notwithstanding anything contained in these rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.

RULE 23. In all weathers every steam vessel under way in taking any course authorized or required by these rules shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal or, as provided in Rule Twenty-six;



One blast to mean, "I am directing my course to starboard."

Two blasts to mean, "I am directing my course to port." But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels.

RULE 24. That in all narrow channels where there is a current, and in the rivers Saint Mary, Saint Clair, Detroit, Niagara, and Saint Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take.

RULE 25. In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances.

RULE 26. If the pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerageway, and, if necessary, stop and reverse.

RULE 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

RULE 28. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of a neglect of any precaution which may be required by the ordinary practice of seamen, or by the special-circumstances of the case.

A fine, not exceeding two hundred dollars, may be imposed for the violation of any of the provisions of this Act. The vessel shall be liable for the said penalty, and may be seized and proceeded against, by way of libel, in the district court of the United States for any district within which such vessel may be found. Sec. 2.

The Secretary of the Treasury of the United States shall have authority to establish all necessary regulations, not inconsistent with the provisions of this Act, required to carry the same into effect. Sec. 3.



The Board of Supervising Inspectors of the United States shall have authority to establish such regulations to be observed by all steam vessels in passing each other, not inconsistent with the provisions of this Act, as they shall from time to time deem necessary; and all regulations adopted by the said Board of Supervising Inspectors under the authority of this Act, when approved by the Secretary of the Treasury, shall have the force of law. Two printed copies of any such regulations for passing, signed by them, shall be furnished to each steam vessel, and shall at all times be kept posted up in conspicuous places on board.

Sec. 4. All laws or parts of laws, so far as applicable to the navigation of the Great Lakes and their connecting and tributary waters as far east as Montreal, inconsistent with the foregoing rules are hereby repealed.

Sec. 5. This Act shall take effect on and after March first, eighteen hundred and ninety-five.

**312. *River navigation.***

R. S., 4487. On any steamers navigating rivers only, when, from darkness, fog, or other cause, the pilot or watch shall be of opinion that the navigation is unsafe, or, from accident to or derangement of the machinery of the boat, the chief engineer shall be of the opinion that the further navigation of the vessel is unsafe, the vessel shall be brought to anchor, or moored as soon as it can prudently be done: *Provided*, That if the person in command shall, after being so admonished by either of such officers, elect to pursue such voyage, he may do the same; but in such case both he and the owners of such steamer shall be answerable for all damages which shall arise to the person of any passenger, or his baggage, from such causes in so pursuing the voyage, and no degree of care or diligence shall in such case be held to justify or excuse the person in command, or the owners.



## PART XXXII.—AIDS TO NAVIGATION.

- |                                           |                                 |
|-------------------------------------------|---------------------------------|
| 313. Assistance by United States vessels. | 317. Charts and manuals.        |
| 314. Removal of derelicts.                | 318. Storm and weather signals. |
| 315. Lights and buoys.                    | 319. Meridians.                 |
| 316. Nautical Almanac.                    |                                 |

### 313. *Assistance by United States vessels.*

The revenue-cutters on the northern and northwestern lakes, when put in commission, shall be specially charged with aiding vessels in distress on the lakes. R. S., 2759.

The President may, when the necessities of the service permit it, cause any suitable number of public vessels adapted to the purpose to cruise upon the coast in the season of severe weather and to afford such aid to distressed navigators as their circumstances may require; and such public vessels shall go to sea fully prepared to render such assistance. R. S., 1536.

### 314. *Removal of derelicts.*

The President of the United States is hereby authorized to make with the several governments interested in the navigation of the North Atlantic Ocean an international agreement providing for the reporting, marking, and removal of dangerous wrecks, derelicts, and other menaces to navigation in the North Atlantic Ocean outside the coast waters of the respective countries bordering thereon. Oct. 31, 1893.

### 315. *Lights and buoys.*

The Light-House Board may, when they deem it necessary, place a light-vessel, or other suitable warning of danger, on or over any wreck or temporary obstruction to the entrance of any harbor, or in the channel or fairway of any bay or sound. R. S., 4676.

The Light-House Board shall properly mark all pier-heads belonging to the United States situated on the northern and northwestern lakes, whenever the board is duly notified by the department charged with the construction or repair of pier-heads that the construction or repair of any such pier-heads has been completed. R. S., 4677.

All buoys along the coast, or in bays, harbors, sounds, or channels, shall be colored and numbered, so that passing up the coast or sound, or entering the bay, harbor, or



channel, red buoys with even numbers shall be passed on the starboard hand, black buoys with uneven numbers on the port hand, and buoys with red and black stripes on either hand. Buoys in channel-ways shall be colored with alternate white and black perpendicular stripes.

**316. *Nautical Almanac.***

Feb. 11, 1880. There shall be printed annually at the Government Printing Office fifteen hundred copies of the American Ephemeris and Nautical Almanac and of the papers supplementary thereto, of which one hundred shall be for the use of the Senate, four hundred for the House of Representatives, and one thousand for the public service, to be distributed by the Navy Department. Additional copies of the Ephemeris and of the Nautical Almanac extracted therefrom may be ordered by the Secretary of the Navy for sale.

**317. *Charts and manuals.***

R. S., 431. There shall be a Hydrographic office attached to the Bureau of Navigation in the Navy Department, for the improvement of the means for navigating safely the vessels of the Navy and of the mercantile marine, by providing, under the authority of the Secretary of the Navy, accurate and cheap nautical charts, sailing directions, navigators, and manuals of instructions for the use of all vessels of the United States, and for the benefit and use of navigators generally.

R. S., 432. The Secretary of the Navy is authorized to cause to be prepared, at the Hydrographic Office attached to the Bureau of Navigation in the Navy Department, maps, charts, and nautical books relating to and required in navigation, and to publish and furnish them to navigators at the cost of printing and paper, and to purchase the plates and copyrights of such existing maps, charts, navigators, sailing directions and instructions, as he may consider necessary, and when he may consider it expedient to do so, and under such regulations and instructions as he may prescribe.

R. S., 4691.  
June 20, 1878. The charts published by the Coast Survey shall be sold at the office at Washington at the price of the printing and paper thereof, and elsewhere at the same price with the average cost of delivery added thereto; and hereafter there shall be no free distribution of such charts except to the departments of the United States and to the several States and officers of the United States requiring them for public use.

Mar. 3, 1879. Senators, Representatives and Delegates to the House of Representatives shall each be entitled to not more than ten charts published by the Coast Survey for each regular session of Congress.



**318.** *Storm and weather signals.*

The Chief of the Weather Bureau, under the direction of the Secretary of Agriculture, on and after July first, eighteen hundred and ninety-one, shall have charge of the forecasting of weather, the issue of storm warnings, the display of weather and flood signals for the benefit of agriculture, commerce, and navigation, the gauging and reporting of rivers, the maintenance and operation of sea-coast telegraph lines and the collection and transmission of marine intelligence for the benefit of commerce and navigation, the reporting of temperature and rain-fall conditions for the cotton interests, the display of frost and cold-wave signals, the distribution of meteorological information in the interests of agriculture and commerce, and the taking of such meteorological observations as may be necessary to establish and record the climatic conditions of the United States, or as are essential for the proper execution of the foregoing duties.

Oct. 1, 1890.  
Sec. 3.

**319.** *Meridians.*

The meridian of the Observatory at Washington shall be adopted and used as the American meridian for all astronomical purposes, and the meridian of Greenwich shall be adopted for all nautical purposes.

R. S., 435.



## PART XXXIII.—OBSTRUCTIONS TO NAVIGATION.

320. Sunken wrecks.  
321. Bridge piers and abutments.  
322. Dumping in navigable waters.

323. Wharves, piers, bulkheads, etc.  
324. General obstructions.

### 320. *Sunken wrecks.*

June 14, 1880.  
Sec. 4.

Whenever hereafter the navigation of any river, lake, harbor, or bay, or other navigable water of the United States, shall be obstructed or endangered by any sunken vessel or water-craft, it shall be the duty of the Secretary of War, upon satisfactory information thereof, to cause reasonable notice, of not less than thirty days, to be given, personally or by publication, at least once a week in the newspaper published nearest the locality of such sunken vessel or craft, to all persons interested in such vessel or craft, or in the cargo thereof, of the purpose of said Secretary, unless such vessel or craft shall be removed as soon thereafter as practicable by the parties interested therein, to cause the same to be removed. If such sunken vessel or craft and cargo shall not be removed by the parties interested therein as soon as practicable after the date of the giving of such notice by publication, or after such personal service of notice, as the case may be, such sunken vessel or craft shall be treated as abandoned and derelict, and the Secretary of War shall proceed to remove the same. Such sunken vessel or craft and cargo and all property therein when so removed shall, after reasonable notice of the time and place of sale, be sold to the highest bidder or bidders for cash, and the proceeds of such sales shall be deposited in the Treasury of the United States to the credit of a fund for the removal of such obstructions to navigation, under the direction of the Secretary of War, and to be paid out for that purpose on his requisition therefor. The provisions of this act shall apply to all such wrecks whether removed under this act or under any other act of Congress. The Secretary of War may, in his discretion, sell and dispose of any such sunken craft, vessel, or cargo, or property therein, before the raising or removal thereof, according to the same regulations that are in the said act prescribed for the sale of the same after the removal thereof; and all laws and parts of laws inconsistent herewith are hereby repealed.

Aug. 2, 1882.

June 14, 1880.  
Sec. 4.

Such sum of money as may be necessary to execute this section of this act is hereby appropriated, out of any money



in the Treasury of the United States not otherwise appropriated, to be paid out on the requisition of the Secretary of War.

All wrecks of vessels and other obstructions to the navigation of any port, roadstead, harbor, or navigable river, or other navigable waters of the United States, which may have been permitted by the owners thereof or the parties by whom they were caused to remain to the injury of commerce and navigation for a longer period than two months, shall be subject to be broken up and removed by the Secretary of War, without liability for any damage to the owners of the same.

Aug. 17, 1894.  
Sec. 8.

**321. *Bridge piers and abutments.***

Whenever complaint shall be made to the Secretary of War that by reason of the placing in any navigable waters of the United States of any bridge pier or abutment, the current of such waters has been so deflected from its natural course as to cause by producing caving of banks or otherwise serious damage or danger to property, it shall be his duty to make inquiry, and if it shall be ascertained that the complaint is well founded, he shall cause the owners or persons operating such bridge to repair such damage or prevent such danger to property by such means as he shall indicate and within such time as he may name, and in default thereof the owners or persons operating such bridge shall be liable in any court of competent jurisdiction to the persons injured in a sum double the amount of said injury.

Aug. 11, 1888.  
Sec. 2.

Whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed over any of the navigable water-ways of the United States is an unreasonable obstruction to the free navigation of such waters on account of insufficient height, width or span, or otherwise, or where there is difficulty in passing the draw-opening or the draw-span of such bridge by rafts, steamboats, or other water-craft, it shall be the duty of the said Secretary, first giving the parties reasonable opportunity to be heard, to give notice to the persons or corporations owning or controlling such bridge so to alter the same as to render navigation through or under it reasonably free, easy, and unobstructed; and in giving such notice he shall specify the changes required to be made, and shall prescribe in each case a reasonable time in which to make them. If at the end of such time the alteration has not been made, the Secretary of War shall forthwith notify the United States district attorney for the district in which such bridge is situated, to the end that the criminal proceedings mentioned in the succeeding section may be taken.

Sept. 19, 1890.  
Sec. 4

If the persons, corporation, or association owning or controlling any railroad or other bridge shall, after receiving notice to that effect as hereinbefore required from the Secretary of War and within the time prescribed by

Sec. 5.



him, willfully fail or refuse to remove the same, or to comply with the lawful order of the Secretary of War in the premises such persons, corporation or association shall be deemed guilty of a misdemeanor and, on conviction thereof, shall be punished by a fine not exceeding five thousand dollars, and every month such persons, corporation, or association shall remain in default in respect to the removal or alteration of such bridge shall be deemed a new offense, and subject the persons, corporation, or association so offending to the penalties above prescribed.

**322. *Dumping in navigable waters.***

Sept. 19, 1890.  
Sec. 6.

It shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown, emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, furnace, manufacturing establishments, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, slag, cinders, ashes, refuse, or other waste of any kind, into any port, road, roadstead, harbor, haven, navigable river, or navigable waters of the United States which shall tend to impede or obstruct navigation, or to deposit or place or cause, suffer, or procure to be deposited or placed, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, or other waste in any place or situation on the bank of any navigable waters where the same shall be liable to be washed into such navigable waters, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed:

*Provided,* That nothing herein contained shall extend or be construed to extend to the casting out, unlading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or keeping in repair any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of any port, harbor, haven, channel, or navigable river, or to the casting out, unlading, or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising said improvement most judicious and practicable and for the best interests of such improvements, or to prevent the depositing of any substance above mentioned under a permit from the Secretary of War, which he is hereby authorized to grant, in any place designated by him where navigation will not be obstructed thereby.

**323. *Wharves, piers, bulkheads, etc.***

July 13, 1892.  
Sec. 7.

It shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty or structure of any kind outside established harbor lines, or in any navigable waters of the United States where no harbor lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, har-



bor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters; and it shall not be lawful hereafter to commence the construction of any bridge, bridge draw, bridge piers and abutments, causeway, or other works over or in any port, road, roadstead, haven, harbor, navigable river or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition or capacity of any port, roadstead, haven, harbor, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless approved and authorized by the Secretary of War:

*Provided*, That this section shall not apply to any bridge, bridge draw, bridge piers and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments or other works under an act of the legislature of any State, over or in any stream, port, roadstead, haven or harbor or other navigable water not wholly within the limits of such State.

It shall not be lawful for any person or persons to take possession of or make use of for any exclusive purposes, or build upon, alter, deface, destroy, injure, obstruct, or in any other manner impair the usefulness of any sea-wall, bulk-head, jetty, dike, levee, wharf, pier, or other work built by the United States in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide-gauges, surveying-stations, buoys, or other established marks, nor remove for ballast or other purposes any stone or other material composing such works.

Sept. 19, 1890.  
Sec. 9.

#### 324. *General obstructions.*

The creation of any obstruction, not affirmatively authorized by law, to the navigable capacity of any waters, in respect of which the United States has jurisdiction, is hereby prohibited. The continuance of any such obstruction, except bridges, piers, docks and wharves, and similar structures erected for business purposes, whether heretofore or hereafter created, shall constitute an offense and each week's continuance of any such obstruction shall be deemed a separate offense. Every person and every corporation which shall be guilty of creating or continuing any such unlawful obstruction in this act mentioned, or who shall violate the provisions of the last four preceding sections of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court. The creating or continuing of any unlawful obstruction in this

Sept. 19, 1890.  
Sec. 10.



act mentioned may be prevented and such obstruction may be caused to be removed by the injunction of any circuit court exercising jurisdiction in any district in which such obstruction may be threatened or may exist; and proper proceedings in equity to this end may be instituted under the direction of the Attorney General of the United States.

Sec. 11.

It shall be the duty of officers and agents having the supervision, on the part of the United States, of the works in progress for the preservation and improvement of said navigable waters, and, in their absence, of the United States collectors of customs and other revenue officers to enforce the provisions of this act by giving information to the district attorney of the United States for the district in which any violation of any provision of this act shall have been committed: *Provided*, That the provisions of this act shall not apply to Torch Lake, Houghton County, Michigan.



## PART XXXIV.—HARBORS AND RIVERS.

325. Harbor-lines.

326. Navigation of canals.

327. Drawbridges.

328. Dumping in improved waters; injury to harbor works.

329. Punishment of officers and vessels.

330. Extension of piers, wharves, etc.

### 325. *Harbor-lines.*

Where it is made manifest to the Secretary of War that the establishment of harbor-lines is essential to the preservation and protection of harbors, he may, and is hereby authorized, to cause such lines to be established, beyond which no piers, wharves, bulk-heads or other works shall be extended or deposits made, except under such regulations as may be prescribed from time to time by him; and any person who shall willfully violate the provisions of this section, or any rule or regulation made by the Secretary of War in pursuance of this section, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, at the discretion of the court for each offense.

Aug. 11, 1888.  
Sec. 12.

Sept. 19, 1890.  
Sec. 12.

### 326. *Navigation of canals.*

It shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration, and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated, or maintained by the United States as in his judgment the public necessity may require. Such rules and regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall knowingly and willfully violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

Aug. 17, 1894.  
Sec. 4.



**327. Drawbridges.**

Aug. 17, 1894.  
Sec. 5.

It shall be the duty of all persons owning, operating, and tending the drawbridges now built, or which may hereafter be built across the navigable rivers and other waters of the United States, to open, or cause to be opened, the draws of such bridges under such rules and regulations as in the opinion of the Secretary of War the public interests require to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law. Every such person who shall willfully fail or refuse to open, or cause to be opened, the draw of any such bridge for the passage of a boat or boats, or who shall unreasonably delay the opening of said draw after reasonable signal shall have been given, as provided in such regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than two thousand dollars nor less than one thousand dollars, or by imprisonment (in the case of a natural person) for not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States: *Provided further*, That whenever, in the opinion of the Secretary of War, the public interests require it, he may make rules and regulations to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law, and any violation thereof shall be punished as hereinbefore provided.

**328. Dumping in improved waters; injury to harbor works.**

Aug. 17, 1894.  
Sec. 6.

It shall not be lawful to place, discharge, or deposit, by any process or in any manner, ballast, refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the waters of any harbor or river of the United States, for the improvement of which money has been appropriated by Congress, elsewhere than within the limits defined and permitted by the Secretary of War; neither shall it be lawful for any person or persons to move, destroy, or injure in any manner whatever any sea wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States, in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide gauges, surveying stations, buoys, or other established marks; any and every such act is made a misdemeanor, and every person knowingly engaged in or who shall knowingly aid, abet, authorize, or instigate a violation of this section shall, upon conviction, be punishable by fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor more



than twenty-five hundred dollars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction of this misdemeanor.

**329. *Punishment of officers and vessels.***

Any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who may wilfully injure or destroy any work of the United States contemplated in section six of this Act, or who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit or discharge in any harbor contemplated in section six of this Act, elsewhere than within the limits defined and permitted by the Secretary of War, shall be deemed guilty of a violation of this Act and shall, upon conviction, be punishable as hereinbefore provided for offenses in violation of section six of this Act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

Aug. 17, 1894.  
Sec. 7.

Any boat, vessel, scow or other craft used or employed in violating any of the provisions of sections six and seven of this Act shall be liable to the pecuniary penalties imposed thereby, and in addition thereto to the amount of the damages done by said boat, vessel, scow, or other craft, which latter sum shall be placed to the credit of the appropriation for the improvement of the harbor in which the damage occurred, and said boat, vessel, scow, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof.

Sec. 8.

**330. *Extension of piers, wharves, etc.***

Whenever the Secretary of War grants to any person or persons permission to extend piers, wharves, bulkheads, or other works, or to make deposits in any tidal harbor or river of the United States beyond any harbor lines established under authority of the United States, he shall cause to be ascertained the amount of tide water displaced by any such structure or by any such deposits, and he shall, if he deem it necessary, require the parties to whom the permission is given to make compensation for such displacement either by excavating in some part of the harbor, including tide water channels between high and low water mark, to such an extent as to create a basin for as much tide water as may be displaced by such a structure or by such deposits, or in any other mode that may be satisfactory to him: *Provided*, That all such dredging or other improvement shall be carried on under the direction of the Secretary of War, and shall in no wise injure any existing channels.

Aug. 17, 1894.  
Sec. 9.



## PART XXXV.—NEW YORK HARBOR.

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### 331. *New York Harbor.*

Aug. 17, 1894.  
Sec. 2.

It shall be unlawful for any person or persons to engage in fishing or dredging for shell fish in any of the channels leading to and from the harbor of New York, or to interfere in any way with the safe navigation of those channels by ocean steamships and ships of deep draft. Any person or persons violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine or imprisonment, or both, such fine to be not more than two hundred and fifty dollars nor less than fifty dollars, and the imprisonment to be not more than six months nor less than thirty days, either or both united, as the judge before whom conviction is obtained shall decide. It shall be the duty of the United States Supervisor of the harbor to enforce this act, and the deputy inspectors of the said supervisor shall have authority to arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this Act: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspector or deputy inspectors, or either of them: *And further provided*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

June 29, 1888.

The placing, discharging, or depositing, by any process or in any manner, of refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind, other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the tidal waters of the harbor of New York, or its adjacent or tributary waters, or in those of Long Island Sound, within the limits which shall be prescribed by the supervisor of the harbor, is hereby strictly forbidden. And every such act is made a misdemeanor, and every person engaged in or who shall aid, abet, authorize, or instigate a violation of this section, shall, upon conviction, be punishable by fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor



more than two thousand five hundred dollars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one half of said fine to be paid to the person or persons giving information which shall lead to conviction of this misdemeanor.

Any and every master and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel, who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit, or discharge in the waters of the harbor of New York, or in its adjacent, or tributary waters, or in those of Long Island Sound, or to any point or place elsewhere than within the limits defined and permitted by the supervisor of the harbor hereinafter mentioned, shall be deemed guilty of a violation of this act, and shall, upon conviction, be punishable as hereinbefore provided for offenses in violation of section one of this act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

Sec. 2.

In all cases of receiving on board of any scows or boats such forbidden matter or substance as herein described, the owner or master, or person acting in such capacity on board of such scows or boats, before proceeding to take or tow the same to the place of deposit, shall apply for and obtain from the supervisor of the harbor appointed hereunder a permit defining the precise limits within which the discharge of such scows or boats may be made; and it shall not be lawful for the owner or master, or person acting in such capacity, of any tug or towboat to tow or move any scow or boat so loaded with such forbidden matter until such permit shall have been obtained; and every person violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than one thousand nor less than five hundred dollars, and in addition thereto the master of any tug or towboat so offending shall have his license revoked, or suspended for a term to be fixed by the judge before whom tried and convicted. And any deviation from such dumping or discharging place specified in such permit shall be a misdemeanor, and the owner and master, or person acting in the capacity of master, of any scows or boats dumping or discharging such forbidden matter in any place other than that specified in such permit shall be liable to punishment therefor as provided in section one of the said Act of June twenty-ninth, eighteen hundred and eighty-eight; and the owner and master, or person acting in the capacity of master, of any tug or towboat towing such scows or boats shall be liable to equal punishment with the owner and master, or person acting in the capacity of master, of the scows or boats; and, further, every scowman or other employee on board of both scows and towboats shall be deemed to have knowledge of the place of dumping specified in such permit, and the owners and masters, or persons acting in the capacity of

Sec. 3.

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masters, shall be liable to punishment, as aforesaid, for any unlawful dumping, within the meaning of this Act or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, which may be caused by the negligence or ignorance of such scowman or other employee; and, further, neither defect in machinery nor avoidable accidents to scows or towboats, nor unfavorable weather, nor improper handling or moving of scows or boats of any kind whatsoever, shall operate to release the owners and masters and employees of scows and towboats from the penalties hereinbefore mentioned. Every scow or boat engaged in the transportation of dredgings, earth, sand, mud, cellar dirt, garbage, or other offensive material of any description shall have its name or number and owner's name painted in letters and numbers at least fourteen inches long on both sides of the scow or boat; these names and numbers shall be kept distinctly legible at all times, and no scow or boat not so marked shall be used to transport or dump any such material. The supervisor of the harbor of New York, designated as provided in section five of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, is authorized and directed to appoint inspectors and deputy inspectors, and, for the purpose of enforcing the provisions of this Act and of the Act aforesaid, and of detecting and bringing to punishment offenders against the same, the said supervisor of the harbor, and the inspectors and deputy inspectors so appointed by him, shall have power and authority:

First. To arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this section and by the Act of June twenty-ninth, eighteen hundred and eighty-eight, aforesaid, or who may violate any of the provisions of the same: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspectors or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

Second. To go on board of any scow or towboat engaged in unlawful dumping of prohibited material, or in moving the same without a permit as required in this section of this Act, and to seize and hold said boats until they are discharged by action of the commissioner, judge, or court of the United States before whom the offending persons are brought.

Third. To arrest and take into custody any witness or witnesses to such unlawful dumping of prohibited material, the said witnesses to be released under proper bonds.

Fourth. To go on board of any towboat having in tow scows or boats loaded with such prohibited material, and accompany the same to the place of dumping, whenever



such action appears to be necessary to secure compliance with the requirements of this Act and of the Act aforesaid.

Fifth. To enter gas and oil works and all other manufacturing works for the purpose of discovering the disposition made of sludge, acid, or other injurious material, whenever there is good reason to believe that such sludge, acid, or other injurious material is allowed to run into the tidal waters of the harbor in violation of section one of the aforesaid Act of June twenty-ninth, eighteen hundred and eighty-eight.

Every person who, directly or indirectly, gives any sum of money or other bribe, present, or reward or makes any offer of the same to any inspector, deputy inspector, or other employee of the office of the supervisor of the harbor with intent to influence such inspector, deputy inspector, or other employee to permit or overlook any violations of the provisions of this section or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, shall, on conviction thereof, be fined not less than five hundred dollars nor more than one thousand dollars, and be imprisoned not less than six months nor more than one year.

Every permit issued in accordance with the provisions of this section of this Act which may not be taken up by an inspector or deputy inspector shall be returned within forty-eight hours after issuance to the office of the supervisor of the harbor; such permit shall bear an endorsement by the master of the towboat, or the person acting in such capacity, stating whether the permit has been used, and if so the time and place of dumping. Any person violating the provisions of this section shall be liable to a fine of not more than five hundred dollars nor less than one hundred dollars.

All mud, dirt, sand, dredgings, and material of every kind and description whatever taken, dredged, or excavated from any slip, basin, or shoal in the harbor of New York, or the waters adjacent or tributary thereto, and placed on any boat, scow, or vessel for the purpose of being taken or towed upon the waters of the harbor of New York to a place of deposit, shall be deposited and discharged at such place or within such limits as shall be defined and specified by the supervisor of the harbor, as in the third section of this act prescribed, and not otherwise. Every person, firm, or corporation being the owner of any slip, basin, or shoal, from which such mud, dirt, sand, dredgings, and material shall be taken, dredged, or excavated, and every person, firm, or corporation in any manner engaged in the work of dredging or excavating any such slip, basin, or shoal, or of removing such mud, dirt, sand, or dredgings therefrom, shall severally be responsible for the deposit and discharge of all such mud, dirt, sand, or dredgings at such place or within such limits so defined and prescribed by said supervisor of the harbor; and for every violation of the provisions of this section the person offending shall be guilty of an offense against this act, and shall be punished by a fine equal to the sum of five dollars for every cubic yard of mud, dirt, sand, dredgings, or material not deposited or discharged as required by this section. Any boat

June 29, 1888.  
Sec. 4.



or vessel used or employed in violating any provision of this act, shall be liable to the pecuniary penalties imposed thereby, and may be proceeded against, summarily by way of libel in any district court of the United States, having jurisdiction thereof.

Sec. 5.

A line officer of the Navy shall be designated by the President of the United States as supervisor of the harbor, to act under the direction of the Secretary of War in enforcing the provisions of this act, and in detecting offenders against the same. This officer shall receive the sea-pay of his grade, and shall have personal charge and supervision under the Secretary of War, and shall direct the patrol boats and other means to detect and bring to punishment offenders against the provisions of this act.



## PART XXXVI.—ANCHORAGE GROUNDS.

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### 332. *Anchorage grounds.*

The Secretary of the Treasury is authorized, empowered, and directed to define and establish an anchorage ground for vessels in the bay and harbor of New York, and in the Hudson and East Rivers, to adopt suitable rules and regulations in relation thereto, and to take all necessary measures for the proper enforcement of such rules and regulations.

May 16, 1888.

In the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

Sec. 2.

The Secretary of the Treasury is authorized and directed to define and establish anchorage grounds for vessels in the harbors of Chicago, and waters of Lake Michigan adjacent thereto, to adopt suitable rules and regulations in relation to the same, and also to adopt suitable rules and regulations governing the use of marked inshore channels in Lake Michigan in front of the city of Chicago, and to take all necessary measures for the proper enforcement of such rules and regulations.

Feb. 6, 1893.

In the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

Sec. 2.



## PART XXXVII.—NEUTRALITY.

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### 333. *Neutrality.*

R. S., 5281.

Every citizen of the United States who, within the territory or jurisdiction thereof, accepts and exercises a commission to serve a foreign prince, state, colony, district, or people, in war, by land or by sea, against any prince, state, colony, district, or people, with whom the United States are at peace, shall be deemed guilty of a high misdemeanor, and shall be fined not more than two thousand dollars and imprisoned not more than three years.

R. S., 5282.

Every person who, within the territory or jurisdiction of the United States, enlists or enters himself, or hires or retains another person to enlist or enter himself, or to go beyond the limits or jurisdiction of the United States with intent to be enlisted or entered in the service of any foreign prince, state, colony, district or people, as a soldier, or as a marine or seaman, on board of any vessel of war, letter of marque, or privateer, shall be deemed guilty of high misdemeanor, and shall be fined not more than one thousand dollars, and imprisoned not more than three years.

R. S., 5283.

Every person who, within the limits of the United States, fits out and arms, or attempts to fit out and arm, or procures to be fitted out and armed, or knowingly is concerned in the furnishing, fitting out, or arming, of any vessel, with intent that such vessel shall be employed in the service of any foreign prince or state, or of any colony, district, or people, to cruise or commit hostilities against the subjects, citizens, or property of any foreign prince or state, or of any colony, district, or people, with whom the United States are at peace, or who issues or delivers a commission within the territory or jurisdiction of the United States, for any vessel, to the intent that she may be so employed, shall be deemed guilty of a high misdemeanor, and shall be fined not more than ten thousand dollars, and imprisoned not more than three years. And every such vessel, with her tackle, apparel, and furniture, together with all materials, arms, ammunition, and stores, which may have been procured for the building and equipment thereof, shall be forfeited; one-half to the use of the informer, and the other half to the use of the United States.



Every citizen of the United States who, without the limits thereof, fits out and arms, or attempts to fit out and arm, or procures to be fitted out and armed, or knowingly aids or is concerned in furnishing, fitting out, or arming any private vessel of war, or privateer, with intent that such vessel shall be employed to cruise, or commit hostilities, upon the citizens of the United States, or their property, or who takes the command of, or enters on board of any such vessel, for such intent, or who purchases any interest in any such vessel, with a view to share in the profits thereof, shall be deemed guilty of a high misdemeanor, and fined not more than ten thousand dollars, and imprisoned not more than ten years. And the trial for such offense, if committed without the limits of the United States, shall be in the district in which the offender shall be apprehended or first brought. R. S., 5284.

Every person who, within the territory or jurisdiction of the United States, increases or augments, or procures to be increased or augmented, or knowingly is concerned in increasing or augmenting, the force of any ship of war, cruiser, or other armed vessel, which, at the time of her arrival within the United States, was a ship of war, or cruiser, or armed vessel, in the service of any foreign prince or state, or of any colony, district, or people, or belonging to the subjects or citizens of any such prince or state, colony, district, or people, the same being at war with any foreign prince or state, or of any colony, district, or people, with whom the United States are at peace, by adding to the number of the guns of such vessel, or by changing those on board of her for guns of a larger caliber, or by adding thereto any equipment solely applicable to war, shall be deemed guilty of a high misdemeanor, and shall be fined not more than one thousand dollars and be imprisoned not more than one year. R. S., 5285.

Every person who, within the territory or jurisdiction of the United States, begins, or sets on foot, or provides or prepares the means for any military expedition or enterprise, to be carried on from thence against the territory or dominions of any foreign prince or state, or of any colony, district, or people, with whom the United States are at peace, shall be deemed guilty of a high misdemeanor, and shall be fined not exceeding three thousand dollars, and imprisoned not more three years. R. S., 5286.

The district court shall take cognizance of all complaints by whomsoever instituted in cases of captures made within the waters of the United States or within a marine league of the coasts or shores thereof. In every case in which a vessel is fitted out and armed, or attempted to be fitted out and armed, or in which the force of any vessel of war, cruiser, or other armed vessel is increased or augmented, or in which any military expedition or enterprise is begun or set on foot, contrary to the provisions and prohibitions of this Title [R. S., 5281–5291]; and in every case of the capture of a vessel within the jurisdiction or protection of the United States as before defined; and in every case R. S., 5287.



in which any process issuing out of any court of the United States is disobeyed or resisted by any person having the custody of any vessel of war, cruiser, or other armed vessel of any foreign prince or state, or of any colony, district, or people, or of any subjects or citizens of any foreign prince or state, or of any colony, district, or people, it shall be lawful for the President, or such other person as he shall have empowered for that purpose, to employ such part of the land or naval forces of the United States, or of the militia thereof, for the purpose of taking possession of and detaining any such vessel, with her prizes, if any, in order to the execution of the prohibitions and penalties of this Title, and to the restoring of such prizes in the cases in which restoration shall be adjudged; and also for the purpose of preventing the carrying on of any such expedition or enterprise from the territories or jurisdiction of the United States against the territories or dominions of any foreign prince or state, or of any colony, district, or people with whom the United States are at peace.

R. S., 5288.

It shall be lawful for the President, or such person as he shall empower for that purpose, to employ such part of the land or naval forces of the United States, or of the militia thereof, as shall be necessary to compel any foreign vessel to depart the United States in all cases in which, by the laws of nations or the treaties of the United States, she ought not to remain within the United States.

R. S., 5289.

The owners or consignees of every armed vessel sailing out of the ports of the United States, belonging wholly or in part to citizens thereof, shall, before clearing out the same, give bond to the United States, with sufficient sureties, in double the amount of the value of the vessel and cargo on board, including her armament, conditioned that the vessel shall not be employed by such owners to cruise or commit hostilities against the subjects, citizens, or property of any foreign prince or state, or of any colony, district, or people, with whom the United States are at peace.

R. S., 5290.

The several collectors of the customs shall detain any vessel manifestly built for warlike purposes, and about to depart the United States, the cargo of which principally consists of arms and munitions of war, when the number of men shipped on board, or other circumstances, render it probable that such vessel is intended to be employed by the owners to cruise or commit hostilities upon the subjects, citizens, or property of any foreign prince or state, or of any colony, district, or people with whom the United States are at peace, until the decision of the President is had thereon, or until the owner gives such bond and security as is required of the owners of armed vessels by the preceding section.

R. S., 5291.

The provisions of this Title [R. S. 5281-5291] shall not be construed to extend to any subject or citizen of any foreign prince, state, colony, district, or people who is transiently within the United States, and enlists or enters himself on board of any vessel of war, letter of marque, or privateer,



which at the time of its arrival within the United States was fitted and equipped as such, or hires or retains another subject or citizen of the same foreign prince, state, colony, district, or people, who is transiently within the United States, to enlist or enter himself to serve such foreign prince, state, colony, district, or people, on board such vessel of war, letter of marque, or privateer, if the United States shall then be at peace with such foreign prince, state, colony, district, or people. Nor shall they be construed to prevent the prosecution or punishment of treason, or of any piracy defined by the laws of the United States.



## PART XXXVIII.—GUANO ISLANDS.

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### 334. *Guano Islands.*

R. S., 5570.

Whenever any citizen of the United States discovers a deposit of guano on any island, rock, or key, not within the lawful jurisdiction of any other government, and not occupied by the citizens of any other government, and takes peaceable possession thereof, and occupies the same, such island, rock, or key may, at the discretion of the President, be considered as appertaining to the United States.

R. S., 5571.

The discoverer shall, as soon as practicable, give notice, verified by affidavit, to the Department of State, of such discovery, occupation, and possession, describing the island, rock, or key, and the latitude and longitude thereof, as near as may be, and showing that such possession was taken in the name of the United States; and shall furnish satisfactory evidence to the State Department that such island, rock, or key was not, at the time of the discovery thereof, or of the taking possession and occupation thereof by the claimants, in the possession or occupation of any other government or of the citizens of any other government, before the same shall be considered as appertaining to the United States.

R. S., 5572.

If the discoverer dies before perfecting proof of discovery or fully complying with the provisions of the preceding section, his widow, heir, executor, or administrator, shall be entitled to the benefits of such discovery, upon complying with the provisions of this Title [R. S. 5570-5578]; but nothing herein shall be held to impair any rights of discovery or any assignment by a discoverer heretofore recognized by the United States.

R. S., 5573.

The discoverer, or his assigns, being citizens of the United States, may be allowed, at the pleasure of Congress, the exclusive right of occupying such island, rocks, or keys, for the purpose of obtaining guano, and of selling and delivering the same to citizens of the United States, to be used therein, and may be allowed to charge and receive for every ton thereof delivered alongside a vessel, in proper tubs, within reach of ship's tackle, a sum not exceeding eight dollars per ton for the best quality, or four



dollars for every ton taken while in its native place of deposit.

No guano shall be taken from any such island, rock, or key, except for the use of the citizens of the United States or of persons resident therein. The discoverer, or his widow, heir, executor, administrator, or assigns, shall enter into bond, in such penalty and with such sureties as may be required by the President, to deliver the guano to citizens of the United States, for the purpose of being used therein, and to none others, and at the price prescribed, and to provide all necessary facilities for that purpose within a time to be fixed in the bond; and any breach of the provisions thereof shall be deemed a forfeiture of all rights accruing under and by virtue of this Title [R. S., 5570-5578]. This section shall, however, be suspended in relation to all persons who have complied with the provisions of this Title, for five years from and after the fourteenth day of July, eighteen hundred and seventy-two. R. S., 5574.

The introduction of guano from such islands, rocks, or keys, shall be regulated as in the coasting trade between different parts of the United States, and the same laws shall govern the vessels concerned therein. R. S., 5575.

All acts done, and offenses or crimes committed, on any such island, rock, or key, by persons who may land thereon, or in the waters adjacent thereto, shall be deemed committed on the high seas, on board a merchant-ship or vessel belonging to the United States; and shall be punished according to the laws of the United States relating to such ships or vessels and offenses on the high seas, which laws for the purpose aforesaid are extended over such islands, rocks, and keys. R. S., 5576.

The President is authorized, at his discretion, to employ the land and naval forces of the United States to protect the rights of the discoverer or of his widow, heir, executor, administrator, or assigns. R. S., 5577.

Nothing in this Title [R. S., 5570-5578] contained shall be construed as obliging the United States to retain possession of the islands, rocks, or keys, after the guano shall have been removed from the same. R. S., 5578.



## PART XXXIX.—MISCELLANEOUS.

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335. Life-saving medals.  
336. School-ships.  
337. Instruction in shipbuilding.  
338. Vessels for Naval Militia.  
339. North Atlantic fisheries.

340. Special privilege of foreign war vessels.  
341. Navy ration.  
342. Proposed maritime canals.

### 335. *Life-saving medals.*

June 20, 1874.  
Sec. 7.

The Secretary of the Treasury is hereby directed to cause to be prepared medals of honor, with suitable devices, to be distinguished as life-saving medals of the first and second class, which shall be bestowed upon any persons who shall hereafter endanger their own lives in saving, or endeavouring to save lives from perils of the sea, within the United States, or upon any American vessel: *Provided*, That the medal of the first class shall be confined to cases of extreme and heroic daring; and that the medal of the second class shall be given in cases not sufficiently distinguished to deserve the medal of the first class: *Provided, also*, That no award of either medal shall be made to any person until sufficient evidence of his deserving shall have been filed with the Secretary of the Treasury and entered upon the records of the Department.

May 4, 1882.  
Sec. 9.

The life-saving medals of the first and second class authorized by the provisions of the seventh section of the act of July twentieth, eighteen hundred and seventy-four, shall be hereafter designated as the gold and silver life-saving medal respectively, and any person who has received or may hereafter receive either of said medals under the provisions of said section, or the twelfth section of the act of June eighteenth, eighteen hundred and seventy-eight, and who shall again perform an act which would entitle him to a medal of the same class under said provisions, shall receive, and the Secretary of the Treasury is hereby authorized to award, in lieu of a second medal, a bar, suitably inscribed, of the same metal as the medal to which said person would be entitled, to be attached to a ribbon of such description as the Secretary of the Treasury may prescribe, which may be fastened to the medal already bestowed upon said person; and for every such additional act an additional bar may be added. And the Secretary of the Treasury is hereby authorized, in his discretion, whenever any person becomes entitled to a bar representing a gold



medal, to award him, in addition to said bar, such token as it is customary to award in acknowledgment of the services of masters and crews of foreign vessels in rescuing American citizens from shipwreck.

The Secretary of the Treasury is hereby authorized to bestow the life-saving medal of the second class upon persons making such signal exertions in rescuing and succoring the shipwrecked, and saving persons from drowning, as, in his opinion, shall merit such recognition.

June 18, 1878.  
Sec. 12.

### 336. *School-ships.*

The Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the Governor of the State, a suitable vessel of the Navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school, or school or college having a nautical branch, established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, Wilmington, Mobile, Charleston, New Orleans, Savannah, Baton Rouge, in Narragansett Bay, and San Francisco, upon the condition that there shall be maintained, at such port, a school or branch of a school for the instruction of youths in navigation, steamship, marine engineering and all matters pertaining to the proper construction, equipment and sailing of vessels or any particular branch thereof.

June 20, 1874.

And the President of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the Navy as superintendents of, or instructors in, such schools:

Mar. 3, 1821.

*Provided*, That if any such school shall be discontinued, or the good of the naval service shall require, such vessel shall be immediately restored to the Secretary of the Navy, and the officers so detailed recalled:

*And provided further*, That no person shall be sentenced to or received at, such schools as a punishment or commutation of punishment for crime.

### 337. *Instruction in shipbuilding.*

For the purpose of promoting a knowledge of steam-engineering and iron-ship building among the young men of the United States, the President may, upon the application of an established scientific school or college within the United States, detail an officer from the Engineer Corps of the Navy as professor in such school or college:

Feb. 26, 1879.

*Provided*, That the number of officers so detailed shall not at any time exceed twenty-five, and such details shall be governed by rules to be prescribed from time to time by the President:

*And provided further*, That such details may be withheld or withdrawn whenever, in the judgment of the President, the interests of the public service shall so require.



**338. *Vessels for the Naval Militia.***

Aug. 3, 1894.

The Secretary of the Navy is hereby authorized and empowered to loan temporarily to any State, upon the written application of the governor thereof, a vessel of the Navy, to be selected from such vessels as are not suitable or required for general service, together with such of her apparel, charts, books, and instruments of navigation as he may deem proper; said vessel to be used only by the regularly organized naval militia of the State for the purposes of drill and instruction: *Provided*, That when the organization of the naval militia of such State shall be abandoned, or when the interests of the naval service shall so require, such vessel, together with her apparel, charts, books, and instruments of navigation, shall be immediately restored to the custody of the Secretary of the Navy: *And provided further*, That when such loan is made to the governor of any State, the Secretary of the Navy is authorized to detail from the enlisted force of the Navy a sufficient number of men, not exceeding six for any vessel, as ship-keepers, the men so detailed to be additional to the number of enlisted men allowed by law for the naval establishment, and in making details for this service preference shall be given to those men who have served twenty years or more in the Navy.

**339. *North Atlantic fisheries.***

Mar. 3, 1883.

In the judgment of Congress the provisions of articles numbered eighteen to twenty-five, inclusive, and of article thirty of the treaty between the United States and Her Britannic Majesty, for an amicable settlement of all causes of difference between the two countries, concluded at Washington on the eighth day of May, anno Domini eighteen hundred and seventy-one, ought to be terminated at the earliest possible time, and be no longer in force; and to this end the President be, and he hereby is, directed to give notice to the Government of Her Britannic Majesty that the provisions of each and every of the articles aforesaid will terminate and be of no force on the expiration of two years next after the time of giving such notice.

Sec. 2.

The President be, and he hereby is, directed to give and communicate to the Government of Her Britannic Majesty such notice of such termination on the first day of July, anno Domini eighteen hundred and eighty-three, or as soon thereafter as may be.

Sec. 3.

On and after the expiration of the two years' time required by said treaty, each and every of said articles shall be deemed and held to have expired and be of no force and effect, and every department of the Government of the United States shall execute the laws of the United States (in the premises) in the same manner and to the same effect as if said articles had never been in force; and the act of Congress approved March first, anno Domini eighteen hundred and seventy-three, entitled "An act to



carry into effect the provisions of the treaty between the United States and Great Britain, signed in the city of Washington the eighth day of May, eighteen hundred and seventy-one, relating to the fisheries," so far as it relates to the articles of said treaty so to be terminated shall be and stand repealed and be of no force on and after the time of the expiration of said two years.

**340.** *Special privilege for foreign war vessels.*

The privilege of purchasing supplies from the public warehouses duty free, shall be extended, under such regulations as the Secretary of the Treasury shall prescribe, to the vessels of war of any nation in ports of the United States which may reciprocate such privilege toward the vessels of war of the United States in its ports.

R. S., 2982.

**341.** *Navy ration.*

The Navy ration shall consist of the following daily allowance of provisions to each person: One pound of salt pork, with half a pint of beans or peas; or one pound of salt beef, with half a pound of flour and two ounces of dried apples, or other dried fruit; or three-quarters of a pound of preserved meat, with a half pound of rice, two ounces of butter, and one ounce of desiccated "mixed vegetables"; or three-quarters of a pound of preserved meat, two ounces of butter, and two ounces of desiccated potatoes; together with fourteen ounces of biscuit, one-quarter of an ounce of tea, or one ounce of coffee or cocoa, and two ounces of sugar; and a weekly allowance of half a pint of pickles, half a pint of molasses, and half a pint of vinegar.

R. S., 1580.

The following substitution for the components of the ration may be made when it is deemed necessary by the senior officer present in command: For one pound of salt beef or pork, one pound and a quarter of fresh meat or three-quarters of a pound of preserved meat; for any or all of the articles usually issued with the salted meats, vegetables equal to the same in value; for fourteen ounces of biscuit, one pound of soft bread, or one pound of flour, or half pound of rice; for half a pint of beans or peas, half a pound of rice, and for half a pound of rice, half a pint of beans or peas. And the Secretary of the Navy may substitute for the ration of coffee and sugar the extract of coffee combined with milk and sugar, and six ounces of desiccated tomatoes for two ounces of desiccated potatoes if he shall believe such substitution to be conducive to the health and comfort of the Navy, and not to be more expensive to the Government than the present ration: *Provided*, That the same shall be acceptable to the men.

R. S., 1581.

May 3, 1880.

**342.** *Proposed maritime canals.*

For the purpose of ascertaining the feasibility, permanence, and cost of the construction and completion of Nicaragua Canal by the route contemplated and provided for by an Act which passed the Senate January twenty-

Mar. 2, 1895.



eight, eighteen hundred and ninety-five, entitled "An Act to amend the Act entitled 'An Act to incorporate the Maritime Canal Company of Nicaragua,' approved February twentieth, eighteen hundred and eighty-nine," twenty thousand dollars, to be expended under the direction of the Secretary of State.

And a board of three engineers is hereby constituted to make the survey and examination necessary for such ascertainment; said board to be selected and appointed by the President of the United States, one from the Corps of Engineers of the United States Army, one from the Engineers of the Navy, and one from civil life; and the compensation of the members of said board shall be fixed by the President, not to exceed five thousand dollars each, including such pay as the engineers so selected are receiving, for the time they are so employed, from the Government. And the said board, under such arrangements and regulations as shall be made by the Secretary of State with the approval of the President of the United States, shall visit and personally inspect the route of the said canal, examine and consider the plans, profiles, sections, prisms, and specifications for its various parts, and report thereon to the President; and should they ascertain that any deviation from the general line of the proposed route is desirable, they shall so state in their findings and conclusions with regard thereto in their report. And said board shall make their report on or before November first, eighteen hundred and ninety-five; and the appropriation shall be immediately available.

The President of the United States is authorized to appoint, immediately after the passage of this Act, three persons, who shall have power to meet and confer with any similar committee which may be appointed by the Government of Great Britain or of the Dominion of Canada, and who shall make inquiry and report whether it is feasible to build such canals as shall enable vessels engaged in ocean commerce to pass to and fro between the Great Lakes and the Atlantic Ocean, with an adequate and controllable supply of water for continual use; where such canals can be most conveniently located, the probable cost of the same, with estimates in detail; and if any part of the same should be built in the territory of Canada, what regulations or treaty arrangements will be necessary between the United States and Great Britain to preserve the free use of such canal to the people of this country at all times; and all necessary facts and considerations relating to the construction and future use of deep-water channels between the Great Lakes and the Atlantic Ocean. The persons so appointed shall serve without compensation in any form, but they shall be paid their actual traveling and other necessary expenses, not exceeding in all ten thousand dollars, for which purpose the said sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated. The President may, in his discretion, detail as one of such persons an officer of the Army or Navy.



## PART XL.—LEGAL PROCEDURE.

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343. Seizure.

| 344. Summary trial.

343. *Seizure.*

Proceedings on seizures, for forfeiture under any law of the United States, made on the high seas may be prosecuted in any district into which the property so seized is brought and proceedings instituted. Proceedings on such seizures made within any district shall be prosecuted in the district where the seizure is made, except in cases where it is otherwise provided. R. S., 734.

When any vessel, goods, wares, or merchandise are seized by an officer of the customs, and prosecuted for forfeiture by virtue of any law respecting the revenue, or the registering or recording, or the enrolling and licensing of vessels, the court shall cause fourteen days' notice to be given of such seizure and libel, by causing the substance of such libel, with the order of the court thereon, setting forth the time and place appointed for trial, to be inserted in some newspaper published near the place of seizure, and by posting up the same in the most public manner for the space of fourteen days, at or near the place of trial; and proclamation shall be made in such manner as the court shall direct. And if no person appears and claims such vessel, goods, wares, or merchandise, and gives bond to defend the prosecution thereof and to respond the cost in case he shall not support his claim, the court shall proceed to hear and determine the cause according to law. R. S., 923.

All vessels, goods, wares, or merchandise which shall be condemned by virtue of any law respecting the revenue from imports or tonnage, or the registering and recording, or the enrolling or licensing of vessels, and for which bonds shall not have been given by the claimant, shall be sold by the marshal or other proper officer of the court in which condemnation shall be had, to the highest bidder, at public auction, by order of such court, and at such place as the court may appoint, giving at least fifteen days' notice (except in cases of perishable merchandise) in one or more of the public newspapers of the place where such sale shall be; or if no paper is published in such place, in one or more of the papers published in the nearest place thereto; for which advertising, a sum not exceeding five dollars shall R. S., 939.



be paid. And the amount of such sales, deducting all proper charges, shall be paid within ten days after such sale by the person selling the same to the clerk or other proper officer of the court directing such sale, to be by him, after deducting the charges allowed by the court, paid to the collector of the district in which such seizure or forfeiture has taken place, as hereinbefore directed.

R. S., 940.

In any cause of admiralty and maritime jurisdiction, or other case of seizure, depending in any court of the United States, any judge of the said court, in vacation, shall have the same authority to order any vessel, or cargo, or other property to be delivered to the claimants, upon bail or bond, or to be sold when necessary, as the said court has in term time, and to appoint appraisers, and exercise every other incidental power necessary to the complete execution of the authority herein granted; and the recognizance of bail or bond, under such order, may be executed before the clerk upon the party's producing the certificate of the collector of the district, of the sufficiency of the security offered; and the same proceedings shall be had in the case of said order of delivery or of sale, as are had in like cases when ordered in term time: *Provided*, That upon every such application, either for an order of delivery or of sale, the collector and the attorney of the district shall have reasonable notice in cases of the United States, and the party or counsel in all other cases.

R. S., 970.

When, in any prosecution commenced on account of the seizure of any vessel, goods, wares, or merchandise, made by any collector or other officer, under any act of Congress authorizing such seizure, judgment is rendered for the claimant, but it appears to the court that there was reasonable cause of seizure, the court shall cause a proper certificate thereof to be entered, and the claimant shall not, in such case, be entitled to costs, nor shall the person who made the seizure, nor the prosecutor, be liable to suit or judgment on account of such suit or prosecution: *Provided*, That the vessel, goods, wares, or merchandise be, after judgment, forthwith returned to such claimant or his agent.

R. S., 971.

If, in any suit against an officer or other person executing or aiding or assisting in the seizure of goods, under any act providing for or regulating the collection of duties on imports or tonnage, the plaintiff is nonsuited, or judgment passed against him, the defendant shall recover double costs.

R. S., 978.

When proceedings are had before a court of the United States or of the Territories, on several libels, against any vessel and cargo, which might legally be joined in one libel, there shall not be allowed thereon more costs than on one libel, unless special cause for libeling the vessel and cargo separately is satisfactorily shown on motion in open court. And in proceedings on several libels or informations against any cargo, or parts of cargo, or merchandise seized as forfeited for the same cause, there shall not be allowed more



costs than would be lawful on one libel or information, whatever may be the number of owners or consignees therein concerned. But allowance may be made on one libel or information for the costs incidental to several claims.

When judgment is rendered in favor of the claimant of any vessel or other property seized on behalf of the United States, and libeled or informed against as forfeited under any law thereof, he shall be entitled to possession of the same when his own costs are paid. R. S., 979.

**344. Summary trial.**

Whenever a complaint shall be made against any master, officer, or seaman of any vessel belonging, in whole or in part, to any citizen of the United States, of the commission of any offense, not capital or otherwise infamous, against any law of the United States made for the protection of persons or property engaged in commerce or navigation, it shall be the duty of the district attorney to investigate the same, and the general nature thereof, and if, in his opinion, the case is such as should be summarily tried, he shall report the same to the district judge, and the judge shall forthwith, or as soon as the ordinary business of the court will permit, proceed to try the cause, and for that purpose may, if necessary, hold a special session of the court, either in term time or vacation. R. S., 4300.

At the summary trial of offenses against the laws for the protection of persons or property engaged in commerce or navigation, it shall not be necessary that the accused shall have been previously indicted, but a statement of complaint, verified by oath in writing, shall be presented to the Court, setting out the offense in such manner as clearly to apprise the accused of the character of the offense complained of, and to enable him to answer the complaint. The complaint or statement shall be read to the accused, who may plead to or answer the same, or make a counter-statement. The trial shall thereupon be proceeded with in a summary manner, and the case shall be decided by the court, unless, at the time for pleading or answering, the accused shall demand a jury, in which case the trial shall be upon the complaint and plea of not guilty. R. S., 4301.

It shall be lawful for the court to allow the district attorney to amend his statement of complaint at any stage of the proceedings, before verdict, if, in the opinion of the court, such amendment will work no injustice to the accused; and if it appears to the court that the accused is unprepared to meet the charge as amended, and that an adjournment of the cause will promote the ends of justice, such adjournment shall be made, until a further day, to be fixed by the court. R. S., 4302.

At the trial in summary cases, if by jury, the United States and the accused shall each be entitled to three peremptory challenges. Challenges for cause, in such cases, shall be tried by the court without the aid of triers. R. S., 4303.



R. S., 4304.

It shall not be lawful for the court to sentence any person convicted in such trial to any greater punishment than imprisonment in jail for one year, or to a fine exceeding five hundred dollars, or both, in its discretion, in those cases where the laws of the United States authorize such imprisonment and fine.

R. S., 4305.

All the penalties and forfeitures which may be incurred for offenses against this Title [R. S., 4131-4305] may be sued for, prosecuted, and recovered in such court, and be disposed of in such manner, as any penalties and forfeitures which may be incurred for offenses against the laws relating to the collection of duties, except when otherwise expressly prescribed.



## PART XLI.—CRIMES.

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|-------------------------------|---------------------------------|
| 345. Place of trial.          | 354. Mutiny.                    |
| 346. Murder and manslaughter. | 355. Plundering vessel.         |
| 347. Rape.                    | 356. Abandonment of seaman.     |
| 348. Assault.                 | 357. Barratry.                  |
| 349. Ill treatment of crew.   | 358. Arson.                     |
| 350. Mayhem.                  | 359. Misprison of felony.       |
| 351. Seduction.               | 360. Miscellaneous offenses.    |
| 352. Larceny.                 | 361. Crimes on the Great Lakes. |
| 353. Wrecking.                | 362. Forgery.                   |

### 345. *Place of trial.*

The trial of all offenses committed upon the high seas or elsewhere, out of the jurisdiction of any particular State or district, shall be in the district where the offender is found, or into which he is first brought. R. S., 730.

### 346. *Murder and manslaughter.*

Every person who commits murder—

R. S., 5339.

First. Within any fort, arsenal, dock-yard, magazine, or in any other place or district of country under the exclusive jurisdiction of the United States;

Second. Or upon the high seas, or in any arm of the sea, or in any river, haven, creek, basin, or bay within the admiralty and maritime jurisdiction of the United States, and out of the jurisdiction of any particular State;

Third. Or who upon any such waters maliciously strikes, stabs, wounds, poisons, or shoots at any other person, of which striking, stabbing, wounding, poisoning, or shooting such other person dies, either on land or at sea, within or without the United States, shall suffer death.

The court before which any person is convicted of murder, may, in its discretion, add to the judgment of death, that the body of the offender be delivered to a surgeon for dissection; and the marshal who executes such judgment shall deliver the body, after execution, to such surgeon as the court may direct; and such surgeon, or some person by him appointed, shall receive and take away the body at the time of execution. R. S., 5340.

Every person who, within any of the places or upon any of the waters described in section fifty-three hundred and thirty-nine, unlawfully or wilfully, but without malice, strikes, stabs, wounds, or shoots at, or otherwise injures R. S., 5341.



another, of which striking, stabbing, wounding, shooting, or other injury such other person dies, either on land or sea, within or without the United States, is guilty of the crime of manslaughter.

R. S., 5342.

Every person who, within any of the places or upon any of the waters described in section fifty-three hundred and thirty-nine, attempts to commit the crime of murder or manslaughter, by any means not constituting the offence of assault with a dangerous weapon, shall be punished by imprisonment, with or without hard labor, not more than three years, and by a fine of not more than one thousand dollars.

R. S., 5343.  
Mar. 3, 1875.

The punishment of manslaughter shall be imprisonment, with or without hard labor, not more than ten years, and by a fine of not more than one thousand dollars, except as otherwise specially provided by law.

R. S., 5344.

Every captain, engineer, pilot, or other person employed on any steamboat or vessel, by whose misconduct, negligence, or inattention to his duties on such vessel, the life of any person is destroyed, and every owner, inspector, or other public officer, through whose fraud, connivance, misconduct, or violation of law, the life of any person is destroyed, shall be deemed guilty of manslaughter, and, upon conviction thereof before any circuit court of the United States, shall be sentenced to confinement at hard labor for a period of not more than ten years.

#### 347. *Rape.*

R. S., 5345.

Every person who, within any of the places or upon any of the waters specified in section fifty-three hundred and thirty-nine, commits the crime of rape shall suffer death.

#### 348. *Assault.*

R. S., 5346.

Every person who, upon the high seas, or in any arm of the sea, or in any river, haven, creek, basin, or bay, within the admiralty jurisdiction of the United States, and out of the jurisdiction of any particular state, on board any vessel belonging in whole or in part to the United States, or any citizen thereof, with a dangerous weapon, or with intent to perpetrate any felony, commits an assault on another shall be punished by a fine of not more than three thousand dollars, and by imprisonment at hard labor not more than three years.

#### 349. *Ill treatment of crew.*

R. S. 5347.

Every master or other officer of any American vessel on the high seas, or on any other waters within the admiralty and maritime jurisdiction of the United States, who, from malice, hatred, or revenge, and without justifiable cause, beats, wounds, or imprisons any of the crew of such vessel, or withholds from them suitable food and nourishment, or inflicts upon them any cruel and unusual punishment, shall be punished by a fine of not more than one thousand dollars, or by imprisonment not more than five years, or by both.



**350. *Mayhem.***

Every person who, within any of the places upon the land under the exclusive jurisdiction of the United States, or who, upon the high seas, in any vessel belonging to the United States, or to any citizen thereof, maliciously cuts off the ear, cuts out or disables the tongue, puts out an eye, slits the nose, cuts off the nose or lip, or cuts off or disables any limb or member of any person, with intent to maim or disfigure such person, shall be imprisoned at hard labor not more than seven years, and fined not more than one thousand dollars. R. S. 5348.

**351. *Seduction.***

Every master, officer, seaman, or other person employed on board of any American vessel who, during the voyage, under promise of marriage, or by threats, or the exercise of authority, or solicitation, or the making of gifts or presents, seduces and has illicit connection with any female passenger, shall be punished by imprisonment not more than twelve months, or by a fine of not more than one thousand dollars; but subsequent intermarriage of the parties may be pleaded in bar of conviction. R. S., 5349.

When any person is convicted under the provisions of the preceding section, the court may, in its discretion, by an order entered on its minutes, direct the amount of the fine, when imposed and collected, to be paid for the use of the female seduced or her child, if she have any. R. S., 5350.

No conviction shall be had on the testimony of the female seduced, without other evidence, nor unless the indictment is found within one year after the arrival of the vessel on which the offense was committed at the port for which it was destined. R. S., 5351.

**352. *Larceny.***

Every person who, upon the high seas, or in any place under the exclusive jurisdiction of the United States, takes and carries away, with intent to steal or purloin, the personal goods of another, shall be punished by a fine of not more than one thousand dollars, or by imprisonment not more than one year, or by both such fine and imprisonment. R. S., 5356.

Every person who, upon the high seas, or in any place under the exclusive jurisdiction of the United States, buys, receives, or conceals any money, goods, bank-notes, or other thing which may be the subject of larceny, and which has been feloniously taken or stolen from any other person, knowing the same to have been taken or stolen, shall be punished by a fine of not more than one thousand dollars, and by imprisonment at hard labor not more than three years. R. S., 5357.

**353. *Wrecking.***

Every person who plunders, steals, or destroys any money, goods, merchandise, or other effects, from or belonging to any vessel in distress, or wrecked, lost, stranded, or cast R. S., 5358.



away, upon the sea, or upon any reef, shoal, bank, or rocks of the sea, or in any other place within the admiralty and maritime jurisdiction of the United States; and every person who willfully obstructs the escape of any person endeavoring to save his life from such vessel, or the wreck thereof; and every person who holds out or shows any false light, or extinguishes any true light, with intent to bring any vessel, sailing upon the sea, into danger, or distress, or shipwreck, shall be punished by a fine of not more than five thousand dollars, and imprisoned at hard labor not more than ten years.

**354. *Mutiny.***

R. S., 5359.

If any one of the crew of any American vessel on the high seas, or other waters within the admiralty and maritime jurisdiction of the United States, endeavors to make a revolt or mutiny on board such vessel, or combines, conspires, or confederates with any other person on board to make such revolt or mutiny, or solicits, incites, or stirs up any other of the crew to disobey or resist the lawful orders of the master, or other officer of such vessel, or to refuse or neglect their proper duty on board thereof, or to betray their proper trust, or assembles with others in a tumultuous and mutinous manner, or makes a riot on board thereof, or unlawfully confines the master, or other commanding officer thereof, he shall be punished by a fine of not more than one thousand dollars, or by imprisonment not more than five years, or by both such fine and imprisonment.

R. S., 5360.

If any one of the crew of an American vessel on the high seas, or on any other waters within the admiralty and maritime jurisdiction of the United States, unlawfully and with force, or by fraud, or intimidation, usurps the command of such vessel from the master or other lawful officer in command thereof, or deprives him of authority and command on board, or resists or prevents him in the free and lawful exercise thereof, or transfers such authority and command to another not lawfully entitled thereto, he is guilty of a revolt and mutiny, and shall be punished by a fine of not more than two thousand dollars, and by imprisonment at hard labor not more than ten years.

**355. *Plundering vessel.***

R. S., 5361.

Every person who, upon the high seas, or in any arm of the sea, or in any river, haven, creek, basin, or bay, within the admiralty and maritime jurisdiction of the United States, and out of the jurisdiction of any particular State, by surprise or by open force, maliciously attacks or sets upon any vessel belonging to another, with an intent to unlawfully plunder the same, or to despoil any owner thereof of any moneys, goods, or merchandise laden on board thereof shall be punished by a fine of not more than five thousand dollars, and by imprisonment at hard labor not more than ten years.

R. S., 5362.

Every person who, upon the high seas, or in any other of the places mentioned in the preceding section, with



intent to commit any felony, breaks or enters any vessel, or maliciously cuts, spoils, or destroys any cordage, cable, buoys, buoy-rope, head-fast, or other fast fixed to the anchor or moorings belonging to any vessel, shall be punished by a fine of not more than one thousand dollars, and by imprisonment at hard labor not more than five years.

**356. *Abandonment of seaman.***

Every master or commander of any vessel belonging, in whole or part, to any citizen of the United States, who, during his being abroad, maliciously and without justifiable cause forces any officer or mariner of such vessel on shore, in order to leave him behind in any foreign port or place, or refuses to bring home again all such officers and mariners of such vessel whom he carried out with him as are in a condition to return and willing to return, when he is ready to proceed on his homeward voyage, shall be punished by a fine of not more than five hundred dollars, or by imprisonment not more than six months. R. S., 5363.

**357. *Barratry.***

Every person who, on the high seas, or within the United States, willfully and corruptly conspires, combines, and confederates with any other person, such other person being either within or without the United States, to cast away or otherwise destroy any vessel, with intent to injure any person that may have underwritten or may thereafterward underwrite any policy of insurance thereon or on goods on board thereof, or with intent to injure any person that has lent or advanced, or may lend or advance, any money on such vessel on bottomry or respondentia; and every person who, within the United States, builds, or fits out, or aids in building and fitting out, any vessel with intent that the same be cast away or destroyed with the intent hereinbefore mentioned, shall be punished by a fine of not more than ten thousand dollars, and by imprisonment at hard labor not more than ten years. R. S., 5364.

Every person who, on the high seas, willfully and corruptly casts away or otherwise destroys any vessel of which he is owner, in whole or part, with intent to prejudice any person that may underwrite any policy of insurance thereon, or any merchant that may have goods thereon, or any other owner of such vessel, shall be punished by imprisonment for life, or for any term of years. R. S., 5365.

Every person, not being an owner, who, on the high seas, willfully and corruptly casts away or otherwise destroys any vessel to which he belongs, being the property of any citizen, shall be punished by imprisonment for life, or for any term of years. Aug. 6, 1894.

Every person, not being an owner, who, on the high seas, willfully and corruptly casts away or otherwise destroys any vessel to which he belongs, being the property of any citizen, shall be punished by imprisonment for life, or for any term of years. R. S., 5366.

Aug. 6, 1894.



**358. Arson.**

R. S., 5367.

Every person, not being an owner, who, on the high seas, willfully, with intent to destroy the same, sets fire to any vessel, or otherwise attempts the destruction thereof, being the property of any citizen, shall suffer imprisonment at hard labor for a term not more than ten years nor less than three years.

R. S., 5385.

Every person who, within any fort, dock-yard, navy-yard, arsenal, armory, or magazine, the site whereof is under the jurisdiction of the United States, or on the site of any light-house, or other needful building belonging to the United States, the site whereof is under their jurisdiction, willfully and maliciously burns any dwelling-house, or mansion-house, or any store, barn, stable, or other building, parcel of any dwelling or mansion-house, shall suffer death.

R. S., 5386.

Every person who, in any of the places mentioned in the preceding section, maliciously sets fire to, or burns, any arsenal, armory, magazine, rope-walk, ship-house, warehouse, block-house, or barrack, or any store-house, barn, or stable, not parcel of a dwelling-house, or any other building not mentioned in such section, or any vessel built, or begun to be built, or repairing, or any light-house, or beacon, or any timber, cables, rigging, or other materials for building, repairing, or fitting out vessels, or any pile of wood, boards, or other lumber, or any military, naval, or victualing stores, arms, or other munitions of war, shall be punished by a fine of not more than five thousand dollars, and by imprisonment at hard labor not more than ten years.

R. S., 5387.

Every person who maliciously sets on fire, or burns, or otherwise destroys, any vessel of war of the United States, afloat on the high seas, or in any arm of the sea, or in any river, haven, creek, basin, or bay within the admiralty jurisdiction of the United States, and out of the jurisdiction of any particular State, shall suffer death.

**359. Misprision of felony.**

R. S., 5390.

Every person who, having knowledge of the actual commission of the crime of murder or other felony upon the high seas, or within any fort, arsenal, dock-yard, magazine, or other place or district of country under the exclusive jurisdiction of the United States, conceals, and does not as soon as may be disclose and make known the same to some one of the judges or other persons in civil or military authority under the United States, is guilty of misprision of felony, and shall be imprisoned not more than three years, and fined no more than five hundred dollars.

**360. Miscellaneous offenses.**

R. S., 5391.

If any offense be committed in any place which has been or may hereafter be, ceded to and under the jurisdiction of the United States, which offense is not prohibited, or the



punishment thereof is not specially provided for, by any law of the United States, such offense shall be liable to, and receive, the same punishment as the laws of the State in which such place is situated, now in force, provide for the like offense when committed within the jurisdiction of such State; and no subsequent repeal of any such State law shall affect any prosecution for such offense in any court of the United States.

### 361. *Crimes on the Great Lakes.*

Every person who shall, upon any vessel registered or enrolled under the laws of the United States, and being on a voyage upon the waters of any of the Great Lakes, namely, Lake Superior, Lake Michigan, Lake Huron, Lake Saint Clair, Lake Erie, Lake Ontario, or any of the waters connecting any of the said lakes, commit or be guilty of any of the acts, neglects, or omissions, respectively, mentioned in chapter three of title seventy of the Revised Statutes [R. S., 5323-5391] of the United States shall, upon conviction thereof, be punished with the same punishments in the said title and chapter, respectively, affixed to the same offenses therein mentioned, respectively. Sept. 4, 1890.

The circuit and district courts of the United States, respectively, are hereby vested with the same jurisdiction in respect of the offenses mentioned in the first section of this act that they by law have and possess in respect of the offenses in said chapter and title in the first section of this act mentioned, and said courts, respectively, are also for the purpose of this act vested with all and the same jurisdiction they, respectively, have by force of title thirteen, chapter three [R. S., 5323-5391], and title thirteen, chapter seven [R. S., 629-657], of the Revised Statutes of the United States. Sec. 2.

### 362. *Forgery.*

If any person falsely makes, forges, counterfeits, or alters any instrument in imitation of, or purporting to be an abstract or official copy, or certificate of the recording, registry, or enrollment of any vessel, in the office of any collector of the customs, or a license to any vessel, for carrying on the coasting trade, or fisheries of the United States, or a certificate of ownership, pass, passport, sea-letter, or clearance, granted for any vessel, under the authority of the United States, or a permit, debenture, or other official document, granted by any collector or other officer of the customs, by virtue of his office; or passes, utters, or publishes, or attempts to pass, utter, or publish, as true, any such false, forged, counterfeited, or falsely altered instrument, abstract, official copy, certificate, license, pass, passport, sea-letter, clearance, permit, debenture, or other official document herein specified, knowing the same to be false, forged, counterfeited, or falsely altered, with an intent to defraud, he shall be punished by a fine of not more than one thousand dollars and by imprisonment at hard labor not more than three years. R. S., 5423.



## PART XLII.—PIRACY.

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### 363. Piracy.

### 364. Crimes deemed piracy.

#### 363. *Piracy.*

R. S., 4293.

The President is authorized to employ so many of the public armed vessels as in his judgment the service may require, with suitable instructions to the commanders thereof in protecting the merchant vessels of the United States and their crews from piratical aggressions and depredations.

R. S., 4294.

The President is authorized to instruct the commanders of the public armed vessels of the United States to subdue, seize, take, and send into any port of the United States, any armed vessel or boat, or any vessel or boat, the crew whereof shall be armed, and which shall have attempted or committed any piratical aggression, search, restraint, depredation, or seizure, upon any vessel of the United States, or of the citizens thereof, or upon any other vessel; and also to retake any vessel of the United States, or its citizens, which may have been unlawfully captured upon the high seas.

R. S., 4295.

The commander and crew of any merchant-vessel of the United States, owned wholly, or in part, by a citizen thereof, may oppose and defend against any aggression, search, restraint, depredation, or seizure, which shall be attempted upon such vessel, or upon any other vessel so owned, by the commander or crew of any armed vessel whatsoever, not being a public armed vessel of some nation in amity with the United States, and may subdue and capture the same; and may also retake any vessel so owned which may have been captured by the commander or crew of any such armed vessel, and send the same into any port of the United States.

R. S., 4296.

Whenever any vessel, which shall have been built, purchased, fitted out in whole or in part, or held for the purpose of being employed in the commission of any piratical aggression, search, restraint, depredation, or seizure, or in the commission of any other act of piracy as defined by the law of nations, or from which any piratical aggression, search, restraint, depredation, or seizure shall have been first attempted or made, is captured and brought into or cap-



tured in any port of the United States, the same shall be adjudged and condemned to their use, and that of the captors after due process and trial in any court having admiralty jurisdiction, and which shall be holden for the district into which such captured vessel shall be brought; and the same court shall thereupon order a sale and distribution thereof accordingly, and at its discretion.

Any vessel built, purchased, fitted out in whole or in part, or held for the purpose of being employed in the commission of any piratical aggression, search, restraint, depredation, or seizure, or in the commission of any other act of piracy, as defined by the law of nations, shall be liable to be captured and brought into any port of the United States if found upon the high seas, or to be seized if found in port or place within the United States, whether the same shall have actually sailed upon any piratical expedition or not, and whether any act of piracy shall have been committed or attempted upon or from such vessel or not; and any such vessel may be adjudged and condemned, if captured by a vessel authorized as hereinafter mentioned, to the use of the United States and to that of the captors, and if seized by a collector, surveyor, or marshal, then to the use of the United States.

R. S., 4297

The President is authorized to instruct the commanders of the public armed vessels of the United States, and to authorize the commanders of any other armed vessels sailing under the authority of any letters of marque and reprisal granted by Congress, or the commanders of any other suitable vessels, to subdue, seize, take, and, if on the high seas, to send into any port of the United States, any vessel or boat built, purchased, fitted out, or held as mentioned in the preceding section.

R. S., 4298

The collectors of the several ports of entry, the surveyors of the several ports of delivery, and the marshals of the several judicial districts within the United States, shall seize any vessel or boat built, purchased, fitted out, or held as mentioned in section forty-two hundred and ninety-seven, which may be found within their respective ports or districts, and to cause the same to be proceeded against and disposed of as provided by that section.

R. S., 4299.

#### 364. *Crimes deemed piracy.*

Every person who, on the high seas, commits the crime of piracy as defined by the law of nations, and is afterward brought into or found in the United States, shall suffer death.

R. S., 5368.

Every seaman who lays violent hands upon his commander, thereby to hinder and prevent his fighting in defense of his vessel or the goods intrusted to him, is a pirate, and shall suffer death.

R. S., 5369.

Every person who, upon the high seas, or in any open roadstead, or in any haven, basin, or bay, or in any river where the sea ebbs and flows, commits the crime of robbery, in or upon any vessel, or upon any ship's company of any vessel, or the lading thereof, is a pirate, and shall suffer death.

R. S., 5370.



R. S., 5371.

Every person engaged in any piratical cruise or enterprise, or being of the crew of any piratical vessel, who lands from such vessel and on shore commits robbery, is a pirate, and shall suffer death.

R. S., 5372.

Every person who commits upon the high seas, or in any river, harbor, basin, or bay, out of the jurisdiction of any particular State, murder or robbery, or any other offense which, if committed within the body of a county, would be punishable with death by the laws of the United States, is a pirate, and shall suffer death.

R. S., 5373.

Every citizen who commits any murder or robbery, or any act of hostility against the United States, or against any citizen thereof, on the high seas, under color of any commission from any foreign prince, or state, or on pretense of authority from any person, is, notwithstanding the pretense of such authority, a pirate, and shall suffer death.

R. S., 5374.

Every subject or citizen of any foreign state, who is found and taken on the sea making war upon the United States, or cruising against the vessels and property thereof, or of the citizens of the same, contrary to the provisions of any treaty existing between the United States and the state of which offender is a citizen or subject, when by such treaty such acts are declared to be piracy, is guilty of piracy, and shall suffer death.

R. S., 5383.

Every captain, other officer, or mariner, of a vessel on the high seas, or on any other waters within the admiralty and maritime jurisdiction of the United States, who piratically or feloniously runs away with such vessel, or with any goods or merchandise thereof, to the value of fifty dollars, or who yields up such vessel voluntarily to any pirate, shall be fined not more than ten thousand dollars, or imprisoned at hard labor not more than ten years, or both.

R. S., 5384.

If any person attempts or endeavors to corrupt any commander, master, officer, or mariner to yield up or to run away with any vessel, or any goods, wares, or merchandise, or to turn pirate, or to go over to or confederate with pirates, or in any wise to trade with any pirate, knowing him to be such, or furnishes such pirate with any ammunition, stores, or provisions of any kind, or fits out any vessel knowingly and with a design to trade with, supply, or correspond with any pirate or robber upon the seas; or if any person consults, combines, confederates, or corresponds with any pirate or robber upon the seas, knowing him to be guilty of any piracy or robbery; or if any seaman confines the master of any vessel, he shall be imprisoned not more than three years, and fined not more than one thousand dollars.



## PART XLIII.—SLAVE TRADE.

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### 365. *Slave trade.*

No person shall, for himself, or for another, as master, factor, or owner, build, fit, equip, load, or otherwise prepare any vessel, in any port or place within the jurisdiction of the United States, or cause any vessel to sail from any port or place within the jurisdiction of the same, for the purpose of procuring any negro, mulatto, or person of color, from any foreign kingdom, place, or country, to be transported to any port or place whatsoever, to be held, sold, or otherwise disposed of, as a slave, or to be held to service or labor; and every vessel so built, fitted out, equipped, laden, or otherwise prepared, with her tackle, apparel, furniture, and lading, shall be forfeited, one moiety to the use of the United States, and the other to the use of the person who sues for the forfeiture, and prosecutes the same to effect. R. S., 5551.

Every person so building, fitting out, equipping, loading, or otherwise preparing or sending away any vessel, knowing or intending that the same shall be employed in such trade or business, contrary to the provisions of the preceding section, or any ways aiding or abetting therein, shall, besides the forfeiture of the vessel, pay the sum of two thousand dollars; one moiety thereof to the use of the United States, and the other moiety thereof to the use of the person who sues for and prosecutes the same to effect. R. S., 5552.

Every vessel employed in carrying on the slave-trade, or on which is received or transported any negro, mulatto, or person of color, from any foreign kingdom or country, or from sea, for the purpose of holding, selling, or otherwise disposing of such person as a slave, or of holding such person to service or labor, shall, together with her tackle, apparel, furniture, and the goods and effects which may be found on board, or which may have been imported thereon in the same voyage, be forfeited; one moiety to the United States, and the other to the use of the person who sues for and prosecutes the forfeiture to effect. R. S., 5553.

If any citizen of the United States takes on board, receives, or transports any negro, mulatto, or person of color, for the purpose of selling such person as a slave, he shall, in addition to the forfeiture of the vessel, pay for each per- R. S., 5554.



son, so received on board or transported, the sum of two hundred dollars, to be recovered in any court of the United States; the one moiety thereof to the use of the United States, and the other moiety to the use of the person who sues for and prosecutes the same to effect.

R. S., 5555.

Every vessel which is found in any river, port, bay, or harbor, or on the high seas, within the jurisdictional limits of the United States, or hovering on the coasts thereof, and having on board any negro, mulatto, or person of color, with intent to sell such person as a slave, or with intent to land the same for that purpose, either in the United States or elsewhere, shall, together with her tackle, apparel, furniture, and the goods or effects on board of her, be forfeited to the United States.

R. S., 5556.

It shall be unlawful for any citizen of the United States, or other person residing within them, directly or indirectly to hold or have any right or property in any vessel employed or made use of in the transportation or carrying of slaves from one foreign country or place to another, and any such right or property shall be forfeited, and may be libeled and condemned for the use of the person suing for the same; and every person transgressing the prohibition of this section shall also forfeit and pay a sum of money equal to double the value of his right or property in such vessel; and shall also forfeit a sum of money equal to double the value of the interest he had in the slaves, which at any time may be transported or carried in such vessel.

R. S., 5557.

The President is authorized, when he deems it expedient, to man and employ any of the armed vessels of the United States to cruize wherever he may judge attempts are making to carry on the slave-trade, by citizens or residents of the United States, in contravention of laws prohibitory of the same; and, in such case, he shall instruct the commanders of such armed vessels to seize, take, and bring into any port of the United States, to be proceeded against according to law, all American vessels, wheresoever found, which may have on board, or which may be intended for the purpose of taking on board, or of transporting, or may have transported any negro, mulatto, or person of color, in violation of the provisions of any act of Congress prohibiting the traffic in slaves.

R. S., 5558.

The proceeds of all vessels, their tackle, apparel, and furniture, and the goods and effects on board of them, which are so seized, prosecuted, and condemned, shall be divided equally between the United States and the officers and men who seize, take, or bring the same into port for condemnation, whether such seizure be made by an armed vessel of the United States or revenue cutter thereof; and the same shall be distributed as is provided by law for the distribution of prizes taken from an enemy.

R. S., 5559.

The officers and men, to be entitled to one-half of the proceeds mentioned in the last section, shall safely keep every negro, mulatto, or person of color, found on board of any vessel so seized, taken, or brought into port, for con-



demnation, and shall deliver every such negro, mulatto, or person of color, to the marshal of the district into which he may be brought, if into a port of the United States, or if elsewhere, to such person as may be lawfully appointed by the President, in the manner directed by law; transmitting to the President, as soon as may be after such delivery, a descriptive list of such negroes, mulattoes, or persons of color, in order that he may give directions for the disposal of them.

The commanders of such commissioned vessels shall cause to be apprehended, and taken into custody, every person found on board of such offending vessel, so seized and taken, being of the officers or crew thereof, and him convey, as soon as conveniently may be, to the civil authority of the United States, to be proceeded against in due course of law.

R. S., 5560.

The President is authorized to make such regulations and arrangements as he may deem expedient for the safe-keeping, support, and removal beyond the limits of the United States, of all such negroes, mulattoes, or persons of color, as may be delivered and brought within their jurisdiction; and to appoint a proper person residing upon the coast of Africa as agent, for receiving the negroes, mulattoes, or persons of color delivered from on board vessels seized in the prosecution of the slave-trade, by commanders of United States armed vessels.

R. S., 5561.

A bounty of twenty-five dollars shall be paid to the officers and crews of the commissioned vessels of the United States, or revenue-cutters, for each negro, mulatto, or person of color, who may be, as hereinbefore provided, delivered to the marshal or agent duly appointed to receive such person; and the Secretary of the Treasury is required to pay, or cause to be paid, to such officers and crews, or their agent, such bounty for each person so delivered.

R. S., 5562.

It shall be the duty of the commander of any armed vessel of the United States, whenever he makes any capture under the preceding provisions, to bring the vessel and her cargo, for adjudication, into some of the ports of the State or Territory to which such vessel so captured may belong, if he can ascertain the same; if not, then to be sent into any convenient port of the United States.

R. S., 5563.

Every owner, master, or factor of any foreign vessel, clearing out for any of the coasts or kingdoms of Africa, or suspected to be intended for the slave-trade, and the suspicion being declared to the officer of the customs by any citizen, on oath, and such information being to the satisfaction of the officer, shall first give bond with sufficient sureties, to the Treasurer of the United States, that none of the natives of Africa, or any other foreign country or place, shall be taken on board such vessel, to be transported or sold as slaves, in any other foreign port or place whatever, within nine months thereafter.

R. S., 5564.

The forfeitures which may hereafter be incurred under any of the preceding provisions, and which are not otherwise expressly disposed of, shall accrue and be one moiety

R. S., 5565.



thereof to the use of the informer and the other moiety to the use of the United States, except where the prosecution is first instituted on behalf of the United States in which case the whole shall be to their use.

R. S., 5566.

It may be lawful for the President to enter into contract with any person, society, or body-corporate, for a term not exceeding five years, to receive from the United States, through their duly constituted agent upon the coast of Africa, all negroes, mulattoes, or persons of color, delivered from on board vessels seized in the prosecution of the slave-trade, by commanders of the United States armed vessels, and to provide such negroes, mulattoes, and persons of color with comfortable clothing, shelter, and provisions, for a period not exceeding one year from the date of their being landed on the coast of Africa, at a price in no case to exceed one hundred dollars for each person so clothed, sheltered, and provided with food; and any contract so made may be renewed by the President from time to time as found necessary, for periods not to exceed five years on each renewal.

R. S., 5567.

The President is authorized to issue instructions to the commanders of the armed vessels of the United States, directing them, whenever it is practicable, and under such rules and regulations as he may prescribe, to proceed directly to the coast of Africa, and there hand over to the agent of the United States all negroes, mulattoes, and persons of color delivered from on board vessels seized in the prosecution of the slave-trade; and they shall afterward bring the captured vessels and persons engaged in prosecuting such trade to the United States for trial and adjudication.

R. S., 5568.

It may be lawful for the President to enter into arrangement, by contract or otherwise, with one or more foreign governments having possessions in the West Indies or other tropical regions, or with their duly constituted agent, to receive from the United States, for a term not exceeding five years, at such place as may be agreed upon, all negroes, mulattoes, or persons of color, delivered from on board vessels seized in the prosecution of the slave-trade, by commanders of United States armed vessels, and to provide them with suitable instruction, and with comfortable clothing and shelter, and to employ them, at wages under such regulations as may be agreed upon, for a period not exceeding five years from the date of their being landed at the place agreed upon.

R. S., 5569.

The President is authorized to issue instructions to the commanders of the armed vessels of the United States, directing them, whenever it is practicable, and under such regulations as he may prescribe, to proceed directly to such place as shall have been agreed upon with any foreign government, or its duly constituted agent, under the provisions of the preceding section, and there deliver to the duly constituted authorities or agents of such foreign government all negroes, mulattoes, or persons of color, taken from on board vessels seized in the prosecution of the slave-trade; and they shall afterward bring the vessel and persons



engaged in prosecuting such trade to the United States for trial and adjudication.

Every person who, being of the crew or ship's company of any foreign vessel engaged in the slave-trade, or being of the crew or ship's company of any vessel owned wholly or in part, or navigated for or in behalf of any citizen, forcibly confines or detains on board such vessel any negro, or mulatto, with intent to make such negro or mulatto a slave, or, on board such vessel, offers or attempts to sell, as a slave, any negro or mulatto, or on the high seas, or anywhere on tide-water, transfers or delivers to any other vessel any negro or mulatto with intent to make such negro or mulatto a slave, or lands or delivers on shore from on board such vessel any negro or mulatto with intent to make sale of, or having previously sold such negro or mulatto as a slave, is a pirate, and shall suffer death. R. S., 5375.

Whoever shall knowingly and wilfully bring into the United States, or the Territories thereof, any person inveigled or forcibly kidnapped in any other country, with intent to hold such person so inveigled or kidnapped in confinement or to any involuntary service, and whoever shall knowingly and wilfully sell, or cause to be sold, into any condition of involuntary servitude, any other person for any term whatever, and every person who shall knowingly and wilfully hold to involuntary service any person so sold or bought, shall be deemed guilty of a felony, and, on conviction thereof, be imprisoned for a term not exceeding five years and pay a fine not exceeding five thousand dollars. June 23, 1874.

Every person who shall be accessory to any of the felonies herein declared, either before or after the fact, shall be deemed guilty of a felony, and on conviction thereof be imprisoned for a term not exceeding five years and pay a fine not exceeding one thousand dollars. Sec. 2.

Every person, who, being of the crew or ship's company of any foreign vessel engaged in the slave-trade, or being of the crew or ship's company of any vessel, owned in whole or part, or navigated for, or in behalf of, any citizen, lands from such vessel, and, on any foreign shore, seizes any negro or mulatto with intent to make such negro or mulatto a slave, or decoys or forcibly brings, or carries, or receives such negro or mulatto on board such vessel, with like intent, is a pirate, and shall suffer death. R. S., 5376.

Every person who brings within the jurisdiction of the United States, in any manner whatsoever, any negro, mulatto, or person of color, from any foreign kingdom or country, or from sea, or holds, sells, or otherwise disposes of, any negro, mulatto, or person of color so brought in, as a slave, or to be held to service or labor, shall be fined not more than ten thousand dollars and not less than one thousand, one half to the use of the United States, and the other half to the use of the party who prosecutes the indictment to effect, and, moreover, shall suffer imprisonment at hard labor not more than seven years, nor less than three years. R. S., 5377.



R. S., 5378.

Every person who builds, fits out, equips, loads, or otherwise prepares, or sends away, either as master, factor, or owner, any vessel, in any port or place within the jurisdiction of the United States, or causes such vessel to sail from any port or place whatsoever, within such jurisdiction, for the purpose of procuring any negro, mulatto, or person of color from any foreign kingdom or country, to be transported to any port or place whatsoever, to be held, sold, or otherwise disposed of as a slave, or held to service or labor, shall be punished by a fine of not less than one thousand dollars, nor more than five thousand dollars, one-half to the use of the United States and the other half to the use of the person prosecuting the indictment to effect, and shall, moreover, be imprisoned at hard labor for a term not more than seven years, nor less than three years.

R. S., 5379.

Every citizen or other person resident within the jurisdiction of the United States, who takes on board, receives, or transports from any foreign kingdom or country, or from sea, any negro, mulatto, or person of color, in any vessel, for the purpose of holding, selling, or otherwise disposing of such person as a slave, or to be held to service or labor, shall be punished as prescribed in the preceding section.

R. S., 5380.

Every captain, master, or commander of any American vessel found in any river, port, bay, harbor, or on the high seas, within the jurisdictional limits of the United States, or hovering on the coast thereof, having on board any negro, mulatto, or person of color for the purpose of selling them as slaves, or with intent to land the same for any such purpose, shall be fined not more than ten thousand dollars, and be imprisoned at hard labor not less than two years, nor more than four years.

R. S., 5381.

Every citizen of the United States, or other person residing therein, who voluntarily serves on board of any American vessel employed or made use of in the transportation of slaves from any foreign country or place to another, shall be punished by a fine of not more than two thousand dollars, and by imprisonment not more than two years.

R. S., 5382.

Every citizen of the United States who voluntarily serves on board of any foreign vessel employed in the slave-trade, shall be punished as prescribed in the preceding section.



## PART XLIV.—PROTECTION OF SUBMARINE CABLES

### 366. *Protection of submarine cables.*

Any person who shall willfully and wrongfully break or injure, or attempt to break or injure, or who shall in any manner procure, counsel, aid, abet, or be accessory to such breaking or injury, or attempt to break or injure, a submarine cable, in such manner as to interrupt or embarrass, in whole or in part, telegraphic communication, shall be guilty of a misdemeanor, and, on conviction thereof, shall be liable to imprisonment for a term not exceeding two years, or to a fine not exceeding five thousand dollars, or to both fine and imprisonment, at the discretion of the court. Feb. 29, 1888.

Any person who by culpable negligence shall break or injure a submarine cable in such manner as to interrupt or embarrass, in whole or in part, telegraphic communication, shall be guilty of a misdemeanor, and, on conviction thereof, shall be liable to imprisonment for a term not exceeding three months, or to a fine not exceeding five hundred dollars, or to both fine and imprisonment, at the discretion of the court. Sec. 2.

The provisions of the foregoing sections shall not apply to a person who breaks or injures a cable in an effort to save the life or limb of himself or of any other person, or to save his own or any other vessel: *Provided*, That he takes reasonable precautions to avoid such breaking or injury. Sec. 3.

The master of any vessel which, while engaged in laying or repairing submarine cables, shall fail to observe the rules concerning signals that have been or shall hereafter be adopted by the parties to the convention with a view to preventing collisions at sea; or the master of any vessel that, perceiving, or being able to perceive the said signals displayed upon a telegraph ship engaged in repairing a cable, shall not withdraw to or keep at distance of at least one nautical mile; or the master of any vessel that seeing or being able to see buoys intended to mark the position of a cable when being laid or when out of order or broken, shall not keep at a distance of at least a quarter of a nautical mile, shall be guilty of a misdemeanor, and on conviction thereof, shall be liable to imprisonment for a term not exceeding one month, or to a fine of not exceeding five hundred dollars. Sec. 4.



Sec. 5.

The master of any fishing vessel who shall not keep his implements or nets at a distance of at least one nautical mile from a vessel engaged in laying or repairing a cable; or the master of any fishing vessel who shall not keep his implements or nets at a distance of at least a quarter of a nautical mile from a buoy or buoys intended to mark the position of a cable when being laid or when out of order or broken, shall be guilty of a misdemeanor, and on conviction thereof, shall be liable to imprisonment for a term not exceeding ten days, or to a fine not exceeding two hundred and fifty dollars, or to both such fine and imprisonment, at the discretion of the court:

*Provided, however,* That fishing vessels, on perceiving or being able to perceive the said signals displayed on a telegraph ship, shall be allowed such time as may be necessary to obey the notice thus given, not exceeding twenty-four hours, during which period no obstacles shall be placed in the way of their operations.

Sec. 6.

For the purpose of carrying into effect the convention, a person commanding a ship of war of the United States or of any foreign state for the time being bound by the convention, or a ship specially commissioned by the Government of the United States or by the Government of such foreign state, may exercise and perform the duties vested in and imposed on such officer by the convention.

Sec. 7.

Any person having the custody of the papers necessary for the preparation of the statements provided for in article ten of the convention who shall refuse to exhibit them or shall violently resist persons having authority according to article ten of said convention to draw up statements of facts in the exercise of their functions, shall be guilty of a misdemeanor, and on conviction thereof shall be liable to imprisonment not exceeding two years, or to a fine not exceeding five thousand dollars, or to both fine and imprisonment, at the discretion of the court.

Sec. 8.

The penalties provided in this act for the breaking or injury of a submarine cable shall not be a bar to a suit for damages on account of such breaking or injury.

Sec. 9.

When an offense against this act shall have been committed by means of a vessel, or of any boat belonging to a vessel, the master of such vessel shall, unless some other person is shown to have been in charge of and navigating such vessel or boat, be deemed to have been in charge of and navigating the same, and be liable to be punished accordingly.

Sec. 10.

Unless the context of this act otherwise requires, the term "vessel" shall be taken to mean every description of vessel used in navigation, in whatever way it is propelled; the term "master" shall be taken to include every person having command or charge of a vessel; and the term "person" to include a body of persons, corporate or incorporate. The term "convention" shall be taken to mean the International Convention for the Protection of Submarine Cables, made at Paris on the fourteenth day of May,



eighteen hundred and eighty-four, and proclaimed by the President of the United States on the twenty-second day of May, eighteen hundred and eighty-five.

The provisions of the Revised Statutes, from section forty-three hundred to section forty-three hundred and five, inclusive, for the summary trial of offenses against the navigation laws of the United States, shall extend to the trial of offenses against the provisions of sections four and five of this act. Sec. 11.

The provisions of this act shall be held to apply only to cables to which the convention for the time being applies. Sec. 12.

The district courts of the United States shall have jurisdiction over all offenses against this act and of all suits of a civil nature arising thereunder, whether the infraction complained of shall have been committed within the territorial waters of the United States or outside of the said waters: Sec. 13.

*Provided*, That in case such infraction is committed outside of the territorial waters of the United States the vessel on board of which it has been committed is a vessel of the United States. From the decrees and judgments of the district courts in actions and suits arising under this act appeals and writs of error shall be allowed as now provided by law in other cases.

Criminal actions and proceedings for a violation of the provisions of this act shall be commenced and prosecuted in the district court for the district within which the offense was committed, and when not committed within any judicial district, then in the district court for the district within which the offender may be found; and suits of a civil nature may be commenced in the district court for any district within which the defendant may be found and shall be served with process.



## PART XLV.—ADMINISTRATIVE AND EXECUTIVE OFFICES.

367. Bureau of Navigation.  
368. Shipping commissioners.  
369. Customs officers.  
370. Steamboat Inspection Service.  
371. Marine-Hospital Service.  
372. Immigration Bureau.

373. Life-Saving Service.  
374. Revenue-Cutter Service.  
375. Light-House Board.  
376. Treasury agents.  
377. Coast and Geodetic Survey.

### 367. *Bureau of Navigation.*

July 5, 1884.

There shall be in the Department of the Treasury of the United States a Bureau of Navigation, under the immediate charge of a Commissioner of Navigation.

Sec. 2.

The Commissioner of Navigation, under the direction of the Secretary of the Treasury, shall have general superintendence of the commercial marine and merchant seamen of the United States, so far as vessels and seamen are not, under existing laws, subject to the supervision of any other officer of the Government.

He shall be specially charged with the decision of all questions relating to the issue of registers, enrollments, and licenses of vessels, and to the filing and preserving of those documents; and wherever in title forty-eight [R. S., 4131-4305] or fifty [R. S., 4311-4390] of the Revised Statutes any of the above-named documents are required to be surrendered or returned to the Register of the Treasury, such requirement is hereby repealed, and such documents shall be surrendered and returned to the Commissioner of Navigation. Said Commissioner shall have charge of all similar documents now in the keeping of the Register of the Treasury, and shall perform all the duties hitherto devolved upon said Register relating to navigation.

Sec. 3.

The Commissioner of Navigation shall be charged with the supervision of the laws relating to the admeasurement of vessels, and the assigning of signal letters thereto, and of designating their official number; and on all questions of interpretation growing out of the execution of the laws relating to these subjects, and relating to the collection of tonnage tax, and to the refund of such tax when collected erroneously or illegally, his decision shall be final.

Sec. 4.

The Commissioner of Navigation shall annually prepare and publish a list of vessels of the United States belong-



ing to the commercial marine, specifying the official number, signal letters, names, rig, tonnage, home port, and place and date of building of every vessel, distinguishing in such list sailing-vessels from such as may be propelled by steam or other motive power.

He shall also report annually to the Secretary of the Treasury the increase of vessels of the United States, by building or otherwise, specifying their number, rig, and motive power. He shall also investigate the operations of the laws relative to navigation, and annually report to the Secretary of the Treasury such particulars as may, in his judgment, admit of improvement or may require amendment.

The Commissioner of Navigation shall, under the direction of the Secretary of the Treasury, be empowered to change the names of vessels of the United States, under such restrictions as may have been or shall be prescribed by act of Congress. Sec. 5.

The Commissioner of Navigation shall be appointed by the President of the United States, by and with the advice and consent of the Senate, and shall receive a salary of four thousand dollars per annum. And the Secretary of the Treasury shall have power to transfer from existing Bureaus or divisions of the Treasury one clerk, to be designated as deputy commissioner of navigation, to act with the full powers of said Commissioner during his temporary absence from his official duty for any cause, and such additional clerks as he may consider necessary to the successful operation of the Bureau of Navigation, without impairing the efficiency of the Bureaus or divisions whence such clerks may be transferred. Sec. 6.

### 368. *Shipping Commissioners.*

The Secretary of the Treasury shall appoint a commissioner for each port of entry, which is also a port of ocean navigation, and which, in his judgment, may require the same; such commissioner to be termed a shipping commissioner, and may, from time to time, remove from office any such commissioner whom he may have reason to believe does not properly perform his duty, and shall then provide for the proper performance of his duties until another person is duly appointed in his place: *Provided*, That Shipping Commissioners now in office shall continue to perform the duties thereof until others shall be appointed in their places. Shipping Commissioners shall monthly render a full, exact, and itemized account of their receipts and expenditures to the Secretary of the Treasury, who shall determine their compensation, and shall from time to time determine the number and compensation of the clerks appointed by such commissioner, with the approval of the Secretary of the Treasury, subject to the limitations now fixed by law. The Secretary of the Treasury shall regulate the mode of conducting business in the shipping offices to be established by the shipping commissioners as hereinafter provided, and shall have full and complete control over the same, subject to the provisions herein contained; and all expenditures by shipping commissioners shall be

R. S., 4501.  
June 26, 1881.  
Sec. 27.



June 19, 1886. audited and adjusted in the Treasury Department in the mode and manner provided for expenditures in the collection of customs.

R. S., 4502. Every shipping-commissioner so appointed shall give bond to the United States, conditioned for the faithful performance of the duties of his office, for a sum, in the discretion of the circuit judge, of not less than five thousand dollars, with two good and sufficient sureties therefor, to be approved by such judge; and shall take and subscribe the following oath before entering upon the duties of his office: "I do solemnly swear (or affirm, as the case may be) that I will support the Constitution of the United States, and that I will truly and faithfully discharge the duties of a shipping-commissioner to the best of my ability, and according to law." Such oath shall be indorsed on the commission or certificate of appointment, and signed by him, and certified by the officer before whom such oath shall have been taken.

R. S., 4505. Any shipping-commissioner may engage clerks to assist him in the transaction of the business of the shipping-office, at his own proper cost, and may, in case of necessity, depute such clerks to act for him in his official capacity; but the shipping-commissioner shall be held responsible for the acts of every such clerk or deputy, and will be personally liable for any penalties such clerk or deputy may incur by the violation of any of the provisions of this Title [R. S., 4501–4613]; and all acts done by a clerk, as such deputy, shall be as valid and binding as if done by the shipping-commissioner.

R. S., 4506. Each shipping-commissioner shall provide a seal with which he shall authenticate all his official acts, on which seal shall be engraved the arms of the United States, and the name of the port or district for which he is commissioned. Any instrument, either printed or written, purporting to be the official act of a shipping-commissioner, and purporting to be under the seal and signature of such shipping-commissioner, shall be received as presumptive evidence of the official character of such instrument, and of the truth of the facts therein set forth.

R. S., 4507. Every shipping-commissioner shall lease, rent, or procure, at his own cost, suitable premises for the transaction of business, and for the preservation of the books and other documents connected therewith; and these premises shall be styled the shipping-commissioner's office.

R. S., 4594. In no case shall the salary, fees, and emoluments of any officer appointed under this Title [R. S., 4501–4613] be more than five thousand dollars per annum; and any additional fees shall be paid into the Treasury of the United States.

### 369. *Customs officers.*

R. S., 2621. At each of the ports to which there are appointed a collector, naval officer, and surveyor, it shall be the duty of the collector:



First. To receive all reports, manifests, and documents to be made or exhibited on the entry of any ship or vessel, according to the regulations of this Title [R. S. 2517-3129].

Second. To record, in books to be kept for that purpose, all manifests.

Third. To receive the entries of all ships or vessels, and of the goods, wares, and merchandise imported in them.

Fourth. To estimate, together with the naval officer where there is one, or alone where there is none, the amount of the dues payable thereupon, indorsing such amount upon the respective entries.

Fifth. To receive all moneys paid for duties, and take all bonds for securing the payment thereof.

Sixth. To grant all permits for the unloading and delivery of goods.

Seventh. To employ, with the approval of the Secretary of the Treasury, proper persons as weighers, gaugers, measurers, and inspectors at the several ports within his district.

Eighth. To provide, with the like approval, at the public expense, store-houses for the safe-keeping of goods, and such scales, weights, and measures as may be necessary.

At ports to which a collector and surveyor only are appointed, the collector shall solely execute all the duties in which the co-operation of the naval officer is requisite at the ports where a naval officer is appointed. And he shall act in like manner in case of the disability or death of the naval officer, until a successor is appointed, unless there is a deputy duly authorized under the hand and seal of the naval officer, who in that case shall continue to act until an appointment is made. R. S., 2122.

At ports to which a collector only is appointed, the collector shall solely execute all the duties in which the co-operation of the naval officer is requisite, at ports where a naval officer is appointed, and he shall also, as far as may be, perform all the duties prescribed for surveyors at ports where surveyors are authorized. R. S., 2623.

At ports of delivery to which no surveyor is appointed, and at such ports only, the collector may, from time to time, when it is necessary, employ a proper person to perform the duties of a surveyor; who shall be entitled to the like compensation with an inspector during the time he is employed. R. S., 2624.

In case of the disability or death of a collector, the duties and authorities vested in him shall devolve on his deputy, if any there be at the time of such disability or death, for whose conduct the estate of such disabled or deceased collector shall be liable; and, if there be no deputy, they shall devolve upon the naval officer of the same district, if any there be; and if there be no naval officer, they shall devolve upon the surveyor of the port appointed for the residence of such disabled or deceased collector, if any there be; and if there be no such surveyor, they shall devolve upon the surveyor of the port nearest thereto and within the district. R. S., 2625.



R. S., 2626.

At ports to which there are appointed a collector, naval officer, and surveyor, it shall be the duty of the naval officer—

First. To receive copies of all manifests and entries.

Second. To estimate, together with the collector, the duties on all merchandise subject to duty, and no duties shall be received without such estimates.

Third. To keep a separate record of such estimates.

Fourth. To countersign all permits, clearances, certificates, debentures, and other documents, to be granted by the collector.

Fifth. To examine the collector's abstracts of duties, and other accounts of receipts, bonds, and expenditures, and certify the same if found right.

R. S., 2627.

At ports to which there are appointed a collector, naval officer, and surveyor, it shall be the duty of the surveyor, who shall be in all cases subject to the direction of the collector—

First. To superintend and direct all inspectors, weighers, measurers, and gaugers within his port.

Second. To report once in every week to the collector the name or names of all inspectors, weighers, gaugers, or measurers who are absent from or neglect to do their duty.

Third. To visit or inspect the vessels which arrive in his port, and make a return in writing every morning to the collector of all vessels which have arrived from foreign ports during the preceding day; specifying the names and denominations of the vessels, the masters' names, from whence arrived, whether laden or in ballast, to what nation belonging, and, if American vessels, whether the masters thereof have or have not complied with the law, in having the required number of manifests of the cargo on board, agreeing in substance with the provisions of law.

Fourth. To put on board each of such vessels one or more inspectors immediately after their arrival in his port.

Fifth. To ascertain the proof, quantities, and kinds of distilled spirits imported, rating such spirits according to their respective degrees of proof, as defined by the laws imposing duties on spirits.

Sixth. To examine whether the goods imported in any vessel, and the deliveries thereof, agreeably to the inspector's returns, correspond with the permits for landing the same; and if any error or disagreement appears, to report the same to the collector, and to the naval officer, if any.

Seventh. To superintend the lading for exportation of all goods entered for the benefit of any drawback, bounty, or allowance, and examine and report whether the kind, quantity, and quality of the goods, so laden on board any vessel for exportation, correspond with the entries and permits granted therefor.

Eighth. To examine, and, from time to time, and particularly on the first Mondays of January and July in each year, try the weights, measures, and other instruments used in ascertaining the duties on imports, with standards to be provided by each collector at the public expense for that purpose; and where disagreements or errors are discovered,



to report the same to the collector; and to obey and execute such directions as he may receive for correcting the same, agreeably to the standards.

At ports to which surveyors only are appointed, the surveyor shall perform all the duties enjoined upon surveyors by the preceding section; and shall also receive and record the copies of all manifests transmitted to him by the collector; shall record all permits granted by the collector, distinguishing the gauge, weight, measure, and quality of goods specified therein; and shall take care that no goods be unladen or delivered from any ship or vessel without a proper permit for that purpose.

R. S., 2628.

In case of the disability or death of a surveyor, the collectors of the district may authorize some fit person to perform his duties and exercise his powers; and the powers of the person so authorized shall continue until a successor is duly appointed, and ready to enter upon the execution of his office.

R. S., 2629.

Every collector of the customs shall have authority, with the approval of the Secretary of the Treasury, to employ within his district such number of proper persons as deputy collectors of the customs as he shall deem necessary; and such deputies are declared to be officers of the customs. And in cases of occasional and necessary absence, or of sickness, any collector may exercise his powers and perform his duties by deputy, duly constituted under his hand and seal, and he shall be answerable for the acts of such deputy in the execution of such trust.

R. S., 2630.

In case of the sickness or unavoidable absence of any collector or surveyor of customs from his office, he may, with the approval of the Secretary of the Treasury, authorize some officer or clerk under him to act in his place, and to discharge all the duties required by law of such collector or surveyor in his capacity as disbursing agent; and the official bond given by the principal of the office shall be held to cover and apply to the acts of the person appointed to act in his place in such cases.

R. S., 2631.

Every naval officer and surveyor, in cases of occasional and necessary absence, or of sickness, and not otherwise, may respectively exercise and perform their functions, powers, and duties by deputy, duly constituted under their hands and seals respectively, for whom, in the execution of their trust, they shall respectively be answerable.

R. S., 2632.

The Secretary of the Treasury is authorized, whenever in his opinion the public interest demands it, to clothe any deputy collector at a port other than the principal port of entry, with all the powers of his principal appertaining to official acts; and he may require such deputy to give bond to the United States, in such amount as the Secretary may prescribe, for the faithful discharge of his official duties.

R. S., 2633.

The Secretary of the Treasury may, from time to time, except in cases otherwise provided, limit and fix the num-

R. S., 2634.



ber and compensation of the clerks to be employed by any collector, naval officer, or surveyor, and may limit and fix the compensation of any deputy of any such collector, naval officer, or surveyor.

R. S., 2635.

Every collector, naval officer, and surveyor shall cause to be affixed, and constantly kept in some public and conspicuous place of his office, a fair table of the rates of fees and duties demandable by law, and shall give a receipt for the fees received by him, specifying the particulars whenever required so to do; and for every failure so to do, he shall be liable to a penalty of one hundred dollars, recoverable to the use of the informer.

R. S., 2636.

Every officer of the customs who demands or receives any other or greater fee, compensation, or reward than is allowed by law, for performing any duty or service required from him by law, shall be liable to a penalty of two hundred dollars for each offense, recoverable to the use of the party aggrieved.

R. S., 2637.

If any inspector, gauger, weigher, or measurer shall receive any gratuity, fee, or reward for any services performed by virtue of this Title [R. S., 2517–3129], other than is by law allowed, or if any gauger, weigher, or measurer, employed as such by the public, in the districts of Portsmouth, Salem and Beverly, Boston and Charlestown, Providence, New York, Philadelphia, Baltimore, Norfolk and Portsmouth, or Charleston, shall gauge, weigh, or measure any article or articles, other than shall be directed by the proper officer, in order to ascertain the duties to be received, or the drawbacks to be allowed thereon, or shall make a return of the weight, gauge, or measure of any merchandise laden, or to be laden, on board any vessel for the benefit of drawback upon exportation, without having actually weighed, gauged, or measured the same, as the case may require, after such merchandise shall have been notified to the collector and entered for exportation, he shall be liable for the first offense to a penalty of fifty dollars, and for each subsequent offense to a penalty of two hundred dollars, and be discharged from the public service. And if any inspector or other officer of the customs shall certify the shipment of any merchandise entitled to drawback on exportation without having duly inspected and examined the same, after he shall have received the permit for lading such merchandise, or if the amount of such drawback shall be estimated according to weight, gauge, or measure, until such merchandise shall be first weighed, gauged, or measured, as the case may require, he shall be subject to the like penalties, and be discharged from the public service.

R. S., 2638.

No person employed under the authority of the United States, in the collection of duties on imports or tonnage, shall own, either in whole or in part any vessel, or act as agent, attorney, or consignee for the owner or owners of any vessel, or of any cargo or lading on board the same; nor shall any such person import, or be concerned directly



or indirectly in the importation of any merchandise for sale into the United States. Every person who violates this section shall be liable to a penalty of five hundred dollars.

Every collector, naval officer, and surveyor shall keep accurate accounts of all fees and official emoluments received by him, and of all expenditures, specifying expenditures for rent, fuel, stationery, and clerk-hire, and shall annually, within ten days after the thirtieth day of June, transmit the same, verified by oath, to the proper Auditor, who shall annually lay an abstract of the same before Congress. Every collector, naval officer, or surveyor who omits or neglects to keep such account, or to transmit the same so verified, shall be liable to a penalty of not more than five hundred dollars.

R. S., 2639.

July 31, 1894.

Collectors, naval officers, and surveyors shall attend in person at the ports to which they are respectively appointed; and shall keep fair and true accounts and records of all their transactions, as officers of the customs, in such manner and form as may from time to time be directed by the Secretary of the Treasury; and shall at all times submit their books, papers, and accounts to the inspection of such persons as may be appointed for that purpose; and shall once in every month, or oftener if they shall be required, transmit their accounts for settlement to the officer or officers whose duty it shall be to make such settlement. And if any collector, naval officer, or surveyor shall omit to keep fair and true accounts, or shall refuse to submit forthwith his books, papers, and accounts to inspection as required by law, or if any collector shall omit or refuse to render his accounts for settlement, for a term exceeding three months after the same shall have been required by the proper officer, the delinquent officer shall be liable to a penalty of one thousand dollars, to be recovered with costs of suit.

R. S., 2640.

Every collector, naval officer, and surveyor shall account to the Treasury for all his emoluments, and also for all the expenses incident to his office. Such accounts, as well of expenses as of emoluments, shall be rendered on oath, at such times and in such forms, and shall be supported by such proofs, as shall be prescribed by the Secretary of the Treasury.

R. S., 2641.

The services performed by occasional inspectors shall be particularly detailed in the accounts to be transmitted to the Treasury, and certified by the naval officer or surveyor of the district, if there be any, as to the necessity for and performance of such services.

R. S., 2642.

Every collector, naval officer, and surveyor shall, together with his accounts of the expenses incident to his office, render a list of the clerks employed by him, stating the rate of compensation allowed to each, and the duties which they severally perform; and also an account of the sums paid for stationery, official or contingent expenses, fuel, and office-rent, stating the purposes for which the premises rented are applied.

R. S., 2643.



R. S., 2644.

The collector of customs of each of the districts on the northern, northeastern, and northwestern frontiers shall render, with his accounts of the expenses incident to his office, a list of the clerks and other officers of the customs employed by him, stating the rate of compensation allowed to each, the duties they severally perform, and also an account of the sums paid for stationery, fuel, and all other office expenses, including office-rent; for all of which expenses he shall submit an estimate each month in advance, and shall state the purposes for which any premises are used; and shall also render an accurate account of all fees and commissions collected by him.

R. S., 2645.

All accounts for salary, compensation, and emoluments shall be rendered quarterly, at the end of each quarter of the fiscal year.

R. S., 2646.

All blank-books, blanks, and stationery of every kind required by collectors and other officers of the customs shall, so soon as they can be prepared for delivery, by or under the direction of the Secretary of the Treasury, be furnished to them for the use of their respective offices, upon requisition made by them, and the expense of such books, blanks, and stationery shall be paid out of the appropriation for defraying the expenses of collecting the revenue from customs.

R. S., 2647.

Every collector of customs, every naval officer, and every surveyor performing or having performed the duties of a collector, shall render a quarter-yearly account, under oath, to the Secretary of the Treasury, in such form as the Secretary shall prescribe, of all sums of money by each of them respectively received or collected for fines, penalties, or forfeitures, or for seizure of merchandise, or upon compromises made upon any seizure; or on account of suits instituted for frauds against the revenue laws; or for rent and storage of merchandise, which may be stored in the public store-houses, and for which a rent is paid beyond the rents paid by the collector or other such officer; or for custody of goods in bonded warehouses; and if from such accounting it shall appear that the money received in any one year by any collector, naval officer, or surveyor, on account and for rents and storage, and for fees and emoluments, shall in the aggregate exceed the sum of two thousand dollars, such excess shall be paid by the collector, naval officer, or surveyor, as the case may be, into the Treasury as public money.

R. S., 2648.

Collectors and surveyors of the collection-districts on the northern, northeastern, and northwestern frontiers are authorized to keep on sale, at their several offices, blank manifests and clearances required for the business of their districts, and to charge the sum of ten cents, and no more, for each blank which shall be prepared and executed by them.



370. *Steamboat Inspection Service.*

There shall be a supervising inspector-general, who shall be appointed from time to time by the President, by and with the advice and consent of the Senate, and who shall be selected with reference to his fitness and ability to systematize and carry into effect all the provisions of law relating to the steamboat-inspection service, and who shall be entitled to a salary of three thousand five hundred dollars a year, and his reasonable traveling expenses, or mileage at the rate of ten cents a mile, incurred in the performance of his duty. R. S., 4402.

The supervising inspector-general shall, under the direction of the Secretary of the Treasury, superintend the administration of the steamboat-inspection laws, preside at the meetings of the board of supervising inspectors, receive all reports of inspectors, receive and examine all accounts of inspectors, report fully at stated periods to the Secretary of the Treasury upon all matters pertaining to his official duties, and produce a correct and uniform administration of the inspection laws, rules, and regulations. R. S., 4403.

There shall be ten supervising inspectors, who shall be appointed by the President, by and with the advice and consent of the Senate. Each of them shall be selected for his knowledge, skill, and practical experience in the uses of steam for navigation, and shall be a competent judge of the character and qualities of steam-vessels, and of all parts of the machinery employed in steaming. Each supervising inspector shall be entitled to a salary of three thousand dollars a year, and his actual and reasonable traveling expenses at the rate of ten cents a mile, incurred in the performance of his duty, together with his actual and reasonable expenses for transportation of instruments, which shall be certified and sworn to under such instructions as may be given by the Secretary of the Treasury. R. S., 4404.

The supervising inspectors and the supervising inspector-general shall assemble as a board once in each year, at the city of Washington, District of Columbia, on the third Wednesday in January, and at such other times as the Secretary of the Treasury shall prescribe, for joint consultation, and shall assign to each of the supervising inspectors the limits of territory within which he shall perform his duties. The board shall establish all necessary regulations required to carry out in the most effective manner the provisions of this Title [R. S., 4399-4500], and such regulations, when approved by the Secretary of the Treasury, shall have the force of law. The supervising inspector for the district embracing the Pacific coast shall not be under obligation to attend the meetings of the board oftener than once in two years; but when he does not attend such meetings he shall make his communications thereto, in the way of a report, in such manner as the board shall prescribe. R. S., 4405.

The supervising inspectors shall see that the several boards of local inspectors within their respective districts execute their duties faithfully, promptly, and, as far as R. S., 4408.



possible, uniformly in all places, by following out the provisions of this Title [R. S., 4399-4500] according to the true intent and meaning thereof; and they shall, as far as practicable, harmonize differences of opinion existing in different local boards.

R. S., 4409.

The supervising inspector shall visit any collection-district in which there is at any time no board of inspectors, and within which steam-vessels are owned or employed. Each supervising inspector shall have full power in any such district, or in any district where, from distance or other cause, it is inconvenient to resort to the local board, to inspect any steam-vessel and the boilers of such steamer, and to grant certificates of approval, and to do and perform all the duties imposed upon local boards.

R. S., 4410.

Each supervising inspector shall report, in writing, at the annual meetings of the board, the general business transacted in his district during the year, embracing all violations of the laws regulating steam-vessels, and the action taken in relation to the same, all investigations and decisions by local inspectors, and all cases of appeal, and the result thereof; and the board shall examine into all the acts of each supervising inspector and local board, and all complaints made against the same, in relation to the performance of their duties under the law, and the judgment of the board in each case shall be entered upon their journal; and the board shall, as far as possible, correct mistakes where they exist.

R. S., 4411.

The board of supervising inspectors shall establish such regulations as may be necessary to make known in a proper manner, to local inspectors, the names of all persons licensed under the provisions of this Title [R. S. 4399-4500], the names of all persons from whom licenses have been withheld, and the names of all whose licenses have been suspended or revoked; also the names of all steam-vessels neglecting or refusing to make such repairs as may be ordered pursuant to law, and the names of all that have been refused certificates of inspection.

R. S., 4414.  
Mar. 1, 1895.

There shall be, in each of the following collection districts, one inspector of hulls and one inspector of boilers, namely: The districts of New York, New York; Boston, Massachusetts; Philadelphia, Pennsylvania; San Francisco, California; Albany, New York; New London, Connecticut; Baltimore, Maryland; Buffalo, New York; Cleveland, Ohio; New Orleans, Louisiana; Norfolk, Virginia; Saint Louis, Missouri; Dubuque, Iowa; Detroit, Michigan; Chicago, Illinois; Michigan, Michigan; Milwaukee, Wisconsin; Port Huron, Michigan; Willamette, Oregon; Portland, Maine; Puget Sound, Washington; Savannah, Georgia; Pittsburg, Pennsylvania; Oswego, New York; Charleston, South Carolina; Duluth, Minnesota; Louisville, Kentucky; Evansville, Indiana; Memphis, Tennessee; Nashville, Tennessee; Cincinnati, Ohio; Gallipolis, Ohio; Wheeling, West Virginia; Superior, Michigan; Burlington, Vermont; Apalachicola, Florida; Galveston, Texas; Mobile, Alabama; and Providence, Rhode Island.



The inspector of aulls and the inspector of boilers in the districts enumerated in the preceding paragraph shall be entitled to the following salaries, to be paid under the direction of the Secretary of the Treasury, namely:

In districts inspecting one hundred steamers and less to a salary of one thousand two hundred dollars per year each.

In districts inspecting over one hundred and less than one hundred and fifty steamers, to a salary of one thousand five hundred dollars per year each.

In districts inspecting one hundred and fifty and less than two hundred steamers, to a salary of one thousand eight hundred dollars per year each.

In districts inspecting two hundred and less than three hundred steamers, to a salary of two thousand dollars per year each.

In districts inspecting three hundred and less than five hundred steamers, to a salary of two thousand two hundred and fifty dollars per year each.

In districts inspecting five hundred steamers and upward, to a salary of two thousand five hundred dollars per year each.

“The Supervising Inspector-General shall report to the Secretary of the Treasury the number of inspections for the year next preceding the approval of this Act and thereafter, at the end of each fiscal year, the number of steamers inspected in each local district in that year, which number shall be the basis upon which shall be determined the salaries to be paid to local inspectors for the following fiscal year, in the ratio described in the preceding paragraphs of this section. And, in addition, the Secretary of the Treasury may appoint, upon the nomination of the supervising inspector of the district, in collection districts where there are two hundred and twenty-five steamers and upward to be inspected annually, assistant inspectors, at a salary, for the district of New York, of two thousand dollars a year each; for the district of New Orleans, Louisiana; Philadelphia, Pennsylvania; Baltimore, Maryland; Boston, Massachusetts, Chicago, Illinois, Jacksonville, Florida, Bangor, Maine, New Haven, Connecticut, and San Francisco, California, at one thousand eight hundred dollars per year each; and for all other districts at a salary not exceeding one thousand six hundred dollars a year each; and he may appoint a clerk to any such board at a compensation not exceeding one thousand two hundred dollars a year to each person so appointed. Every inspector provided for in this or the preceding sections of this Title [R. S., 4399-4500] shall be paid for his actual and reasonable traveling expenses, at the rate of eight cents per mile incurred in the performance of his duty, together with his actual and reasonable expenses for transportation of instruments, which shall be certified and sworn to under such instructions as shall be given by the Secretary of the Treasury.”



R. S., 4415.

Whenever any vacancy occurs in any local board of inspectors, or whenever local inspectors are to be appointed for a new district, the supervising inspectors shall notify the collector or other chief officer of the customs for the district, and the judge of the district court for the district in which such appointment is to be made, who, together with the supervising inspector, shall meet together as a board of designators, and fill the vacant or new inspectorship. Such board, or the major part thereof, when designating an inspector of hulls, shall select a person of good character and suitable qualifications and attainments to perform the services required of inspectors of hulls, and who, from his practical knowledge of ship-building and navigation and the uses of steam in navigation, is fully competent to make a reliable estimate of the strength, seaworthiness, and other qualities of the hulls of steam-vessels and their equipment, deemed essential to safety of life in their navigation; and when designating an inspector of boilers, shall select a person of good character and suitable qualifications and attainments to perform the services required of inspectors of boilers, who, from his knowledge and experience of the duties of an engineer employed in navigating vessels by steam, and also of the construction and use of boilers, and machinery, and appurtenances therewith connected, is able to form a reliable opinion of the strength, form, workmanship, and suitableness of boilers and machinery to be employed without hazard to life, from imperfection in the material, workmanship, or arrangement of any part of such apparatus for steaming. No appointment of an inspector of hulls shall be made without the concurrence of the supervising inspector. The inspector of hulls and the inspector of boilers thus designated, when approved by the Secretary of the Treasury shall, from the date of designation, constitute a board of local inspectors.

R. S., 4416.

No person interested, either directly or indirectly, in any patented article required to be used on any steamer by this Title [R. S., 4399-4500], or who is a member of any association of owners, masters, engineers, or pilots of steamboats, or who is directly or indirectly pecuniarily interested in any steam-vessel, or who has not the qualifications and requirements prescribed by this Title, or who is intemperate in his habits, shall be eligible to hold the office of either supervising or local inspector, or to discharge the duties thereof; and if any such person shall attempt to exercise the functions of the office of either inspector, he shall be deemed guilty of a misdemeanor, punishable by a fine of five hundred dollars, and shall be dismissed from office.

R. S., 4459.

Every supervising and local inspector of steamboats shall execute a proper bond, to be approved by the Secretary of the Treasury, in such form and upon such conditions as the Secretary may prescribe, for the faithful performance of the duties of his office, and the payment in the manner provided by law of all moneys that may be received by him.



The Secretary of the Treasury shall procure for the several supervising inspectors and local boards of inspectors such instruments, stationery, printing, and other things necessary for the use of their respective offices as may be required therefor. R. S., 4460.

The salaries of the supervising inspector-general, of all supervising inspectors, local inspectors, assistant inspectors, and clerks, provided for by this Title [R. S., 4399-4500], together with their traveling and other expenses when on official duty, and all instruments, books, blanks, stationery, furniture, and other things necessary to carry into effect the provisions of this title, shall be paid for, under the direction of the Secretary of the Treasury. R. S., 4461.  
June 19, 1886.

The Secretary of the Treasury shall make such regulations as may be necessary to secure the proper execution of this Title [R. S., 4399-4500]. R. S., 4462.

The inspectors of one district shall not modify or annul the doings of the inspectors of another district in regard to repairs, unless there is a change in the state of things, demanding more repairs than were thought necessary when the order was made. Nor shall the inspectors of one district license a person coming from another district, if such person has been rejected for unfitness or want of qualifications. R. S., 4455.

The local board of inspectors, when so requested in writing by any master or owner, shall, under the direction of the supervising inspector, inspect steamers in other collection-districts where no such board is established; and if a certificate of approval is not granted, no other inspection shall be made by the same or any other board until the objections made by such local board and unreversed by the supervising inspector of the district, are removed. Nothing in this section shall impair the right of the inspectors to permit such vessel to go to another port for repairs, if in their opinion it can be done with safety. R. S., 4456.

The local inspectors shall keep a record of certificates of inspection of vessels, their boilers, engines, and machinery, and of all their acts in their examination and inspection of steamers, whether of approval or disapproval; and when a certificate of approval is recorded, the original shall be delivered to the collector or other chief officer of the customs of the district. They shall also keep a like record of certificates authorizing gunpowder to be carried as freight by any steamer carrying passengers, and of all licenses granted to masters, mates, pilots, and engineers, and of all refusals of the same, of all suspensions and revocations of license, of all refusals, suspensions, or revocations of which they shall receive notices from other districts; and shall report to the supervising inspector of their respective districts, in writing, their decisions in cases of refusal of licenses, or of the suspension or revocation thereof, and all testimony received by them in such proceedings. They shall also report promptly to such supervising inspector all violations of the steamboat-laws that come to their knowl- R. S., 4457.



edge. They shall also keep an accurate account of every steamer boarded by them during the year; and of all their official acts and doings, which, in the form of a report, they shall communicate to the supervising inspector of the district, at such times as the board of supervising inspectors, by their established rules, shall direct.

R. S., 4425.

Every inspector who willfully certifies falsely touching any steam-vessel, as to her hull, accommodations, boilers, engines, machinery, or their appurtenances, or any of her equipments, or any matter or thing contained in any certificate signed and sworn to by him, shall be punished by fine of not more than five hundred dollars, or imprisonment for not more than six months, or both.

R. S., 5482.

Every inspector of steamboats who, upon any pretense, receives any fee or reward for his services, except what is allowed to him by law, shall forfeit his office, and be otherwise punished by a fine of not more than five hundred dollars, or by imprisonment not more than six months, or by both.

### 371. *Marine-Hospital Service.*

R. S. 4302.  
Jan. 4, 1889.

The President, by and with the advice and consent of the Senate, shall, from time to time, appoint a surgeon to act as supervising surgeon-general of marine-hospital service, who shall, under the direction of the Secretary of the Treasury, supervise all matters connected with the marine-hospital service, and with the disbursement of the fund for the relief of sick and disabled seamen. He shall be entitled to a salary, paid out of the marine-hospital fund, of not more than four thousand dollars a year, and to his necessary traveling expenses. And he shall make monthly reports to the Secretary of the Treasury.

Medical officers of the marine-hospital service of the United States shall be appointed by the President by and with the advice and consent of the Senate; and no person shall be so appointed until after passing a satisfactory examination in the several branches of medicine, surgery and hygiene before a board of medical officers of the said service. Said examination shall be conducted according to rules prepared by the supervising surgeon-general and approved by the Secretary of the Treasury and the President. Original appointments in the service shall only be made to the rank of assistant surgeon; and no officer shall be promoted to the rank of past assistant surgeon until after four years' service and a second examination as aforesaid; and no past assistant surgeon shall be promoted to be surgeon until after due examination.

The Supervising Surgeon-General is authorized to cause the detail of two surgeons and two past assistant surgeons for duty in the bureau, who shall each receive the pay and allowances of their respective grades in the general service.

R. S., 4306.

The Secretary of the Treasury is authorized to lease, or to sell at public auction, to the highest and best bidder, for cash, after due notice in the public newspapers, such



marine-hospital buildings and lands appertaining thereto as he may deem it advisable to sell, and to make, execute, and deliver all needful conveyances to the lessees or purchasers thereof respectively; and the proceeds of such leases and sales are hereby appropriated for the marine-hospital establishment. But the hospitals at Cleveland in Ohio, and Portland in Maine, shall not be sold or leased. And this section shall not be construed to authorize the Secretary of the Treasury to lease or sell any such hospital where the relief furnished to sick mariners shall show an extent of relief equal to twenty cases a day on an average for the last preceding four years, or where no other suitable and sufficient hospital accommodations can be procured upon reasonable terms for the comfort and convenience of the patients.

The Secretary of the Treasury may rent or lease such marine-hospital buildings, and the lands appertaining thereto, as he may deem advisable in the interests of the marine-hospital service; and the proceeds of such rents or leases are hereby appropriated for the said service. Mar. 3, 1875.

It shall be the duty of the Supervising Surgeon-General of the Marine Hospital Service, under the direction of the Secretary of the Treasury, to perform all the duties in respect to quarantine and quarantine regulations which are provided for by this act, and to obtain information of the sanitary condition of foreign ports and places from which contagious and infectious diseases are or may be imported into the United States, and to this end the consular officer of the United States at such ports and places as shall be designated by the Secretary of the Treasury shall make to the Secretary of the Treasury weekly reports of the sanitary condition of the ports and places at which they are respectively stationed, according to such forms as the Secretary of the Treasury shall prescribe; and the Secretary of the Treasury shall also obtain, through all sources accessible, including State and municipal sanitary authorities throughout the United States, weekly reports of the sanitary condition of ports and places within the United States, and shall prepare, publish, and transmit to collectors of customs and to State and municipal health officers and other sanitarians weekly abstracts of the consular sanitary reports and other pertinent information received by him, and shall also, as far as he may be able, by means of the voluntary coöperation of State and municipal authorities, of public associations, and private persons, procure information relating to the climatic and other conditions affecting the public health, and shall make an annual report of his operations to Congress, with such recommendations as he may deem important to the public interests. Feb. 15, 1893.  
Sec. 4.

Whenever the proper authorities of a State shall surrender to the United States the use of the buildings and disinfecting apparatus at a State quarantine station, the Secretary of the Treasury shall be authorized to receive them and to pay a reasonable compensation to the State for their use, if in his opinion they are necessary to the United States. Sec. 8.



Sec. 9.

The act entitled "An act to prevent the introduction of infectious or contagious diseases into the United States, and to establish a national board of health," approved March 3, 1879, be, and the same is hereby, repealed. And the Secretary of the Treasury is directed to obtain possession of any property, furniture, books, paper, or records belonging to the United States which are not in the possession of an officer of the United States under the Treasury Department which were formerly in the use of the National Board of Health or any officer or employé thereof.

### 372. *Immigration Bureau.*

Mar. 3, 1891.  
Sec. 7.

The office of commissioner-general of immigration is hereby created and established, and the President, by and with the advice and consent of the Senate, is authorized and directed to appoint such officer, whose salary shall be four thousand dollars per annum, payable monthly. The commissioner-general of immigration shall be an officer in the Treasury Department, under the control and supervision of the Secretary of the Treasury, to whom he shall make annual reports in writing of the transactions of his office, together with such special reports, in writing, as the Secretary of the Treasury shall require, and in addition to his other duties, shall have charge under the Secretary of the Treasury of the administration of the alien-contract labor laws.

Mar. 2, 1895.

The Secretary shall provide the commissioner-general with a suitably furnished office in the city of Washington, and with such books of record and facilities for the discharge of the duties of his office as may be necessary. \* \* \*

Aug. 18, 1894.

The commissioners of immigration at the several ports shall be appointed by the President, by and with the advice and consent of the Senate, to hold their offices for the term of four years, unless sooner removed, and until their successors are appointed.

### 373. *Life-Saving Service.*

June 18, 1878.  
Sec. 6.

The President of the United States may, by and with the consent of the Senate, appoint a suitable person, who shall be familiar with the various means employed in the Life-Saving-Service for the saving of life and property from shipwrecked vessels, as general superintendent of the Life-Saving-Service, who shall, under the immediate direction of the Secretary of the Treasury, have general charge of the service and of all administrative matters connected therewith, and whose compensation shall be at the rate of four thousand dollars per annum; and the Secretary of the Treasury is authorized to appoint an assistant to the general superintendent, whose compensation shall be two thousand five hundred dollars per annum.

Sec. 7.

It shall be the duty of the general superintendent to supervise the organization and government of the employees of the service; to prepare and revise regulations therefor as may be necessary; to fix the number and compensation of surfmen to be employed at the several stations



within the provisions of law; to supervise the expenditure of all appropriations made for the support and maintenance of the Life-Saving-Service; to examine the accounts of disbursements of the district superintendents, and to certify the same to the accounting-officers of the Treasury Department; to examine the property returns of the keepers of the several stations, and see that all public property thereto belonging is properly accounted for; to acquaint himself, as far as practicable, with all means employed in foreign countries which may seem to advantageously affect the interests of the service, and to cause to be properly investigated all plans, devices, and inventions for the improvement of life-saving apparatus for use at the stations, which may appear to be meritorious and available; to exercise supervision over the selection of sites for new stations the establishment of which may be authorized by law, or for old ones the removal of which may be made necessary by the encroachment of the sea or by other causes; to prepare and submit to the Secretary of the Treasury estimates for the support of the service; to collect and compile the statistics of marine disasters contemplated by the act of June twentieth, eighteen hundred and seventy-four; and to submit to the Secretary of the Treasury, for transmission to Congress, an annual report of the expenditures of the moneys appropriated for the maintenance of the Life-Saving Service, and of the operations of said service during the year.

The Secretary of the Treasury may detail such officer or officers of the Revenue Cutter Service as may be necessary, to act as inspector and assistant inspectors of stations, who shall perform such duties in connection with the conduct of the service as may be required of them by the general superintendent. Sec. 8.

Hereafter the compensation of the keepers of life-saving stations shall be at the rate of nine hundred dollars per annum, each, except that of keepers of stations known as houses of refuge, which shall be at the rate of six hundred dollars per annum, each, and the compensation of the members of the crews of the stations, during the time the stations are manned, shall be at the rate of sixty-five dollars per month, each. June 22, 1892.

The Secretary of the Treasury is hereby authorized, whenever, in his opinion, it may become necessary for the proper administration of the life-saving service, and the protection of the public property at the stations and houses of refuge herein authorized to be established, to appoint one superintendent for the coasts of Delaware and Virginia, one for the coast of Florida, one for the coasts of Lakes Erie and Ontario, one for the coasts of Lakes Huron and Superior, and one for the coast of Lake Michigan, and also a keeper for each of said stations and houses of refuge; and the said superintendents shall have the powers and perform the duties of inspectors of customs. June 20, 1874.  
Sec. 2.

The compensation of each of the superintendents, to be appointed under the provisions of the preceding section, Sec. 3.



shall not exceed one thousand dollars per annum, and the compensation of the keepers shall not exceed two hundred dollars per annum, except that those employed at the houses of refuge on the Florida coast shall reside in said houses and receive a compensation at the rate of forty dollars per month.

Sec. 4.

The Secretary of the Treasury is hereby authorized to appoint an assistant to the superintendent of the coast of Long Island and Rhode Island, who shall perform the duties required of the superintendent at the life-saving stations within the State of Rhode Island, and reside on Block Island, and for his services he shall receive an annual salary of five hundred dollars.

Sec. 5.

The Secretary of the Treasury is hereby authorized to employ crews of experienced surfmen at such of the stations herein denominated complete stations and at such of the life-boat stations on the Pacific coast as he may deem necessary and proper, for such periods, and at such compensation, not to exceed forty dollars per month, as he may deem necessary and reasonable.

June 20, 1874.

Sec. 6.

The Secretary of the Treasury may accept the services of volunteer crews of any of the life-boat stations herein authorized, who shall be subject to the rules and regulations governing the life-saving service; and a list of the names of each crew shall be kept in the office of the Secretary of the Treasury. Such volunteers shall receive no compensation except a sum of not more than ten dollars each for every occasion upon which they shall have been instrumental in saving human life, and such of the medals herein authorized as they may be entitled to under the provisions hereinafter made: *Provided*, That no payment shall be made to any person who shall not have actually participated in the efforts to save the life or lives rescued.

June 18, 1878.

Sec. 10.

Section six of said act of June twentieth, eighteen hundred and seventy-four, is so amended as to extend the compensation of the enrolled members of volunteer crews of life-boat stations therein named to occasions of actual and deserving service at any shipwreck, or in the relief of any vessel in distress, and that such persons as may volunteer to take the place of any absent or disabled enrolled members of a crew, and who shall be accepted by the keeper, may be paid therefor, in the discretion of the Secretary of the Treasury, a sum not to exceed eight dollars each on every such occasion: *Provided*, That all crews and volunteers employed under authority of this act who may be present at a wreck shall be required to use their utmost endeavors to save life and properly care for the bodies of such as may perish, and, when such efforts are no longer necessary, to save property and protect the same, under the direction of the senior keeper present or of the superintendent of the district, until the arrival of persons legally authorized to take charge; and for the time employed in so saving and protecting property volunteers shall be enti-



tled to compensation not to exceed three dollars per day each, in the discretion of the Secretary of the Treasury.

If any keeper or member of a crew of a life-saving or life-boat station shall be so disabled by reason of any wound or injury received or disease contracted in the Life-Saving Service in the line of duty as to unfit him for the performance of duty, such disability to be determined in such manner as shall be prescribed in the regulations of the service, he shall be continued upon the rolls of the service and entitled to receive his full pay during the continuance of such disability, not to exceed the period of one year, unless the general superintendent shall recommend, upon a statement of facts, the extension of the period through a portion or the whole of another year, and said recommendation receive the approval of the Secretary of the Treasury as just and reasonable; but in no case shall said disabled keeper or member of a crew be continued upon the rolls or receive pay for a longer period than two years.

May 4, 1882  
Sec. 7.

If any keeper or member of a crew of a life-saving or life-boat station shall hereafter die by reason of perilous service or any wound or injury received or disease contracted in the life-saving service in the line of duty, leaving a widow, or a child or children under sixteen years of age, such widow and child or children shall be entitled to receive, in equal portions, during a period of two years, under such regulations as the Secretary of the Treasury may prescribe, the same amount payable quarterly, as far as practicable, that the husband or father would be entitled to receive as pay if he were alive and continued in the service: *Provided*, That if the widow shall re-marry at any time during the said two years, her portion of said amount shall cease to be paid to her from the date of her remarriage, but shall be added to the amount to be paid to the remaining beneficiaries under the provisions of this section, if there be any; and if any child shall arrive at the age of sixteen years during the said two years, the payment of the portion of such child shall cease to be paid to such child from the date on which such age shall be attained, but shall be added to the amount to be paid to the remaining beneficiaries, if there be any.

Sec. 8.

Upon the occurrence of any shipwreck within the scope of the operations of the Life-Saving Service, attended with loss of life, the general superintendent shall cause an investigation of all the circumstances connected with said disaster and loss of life to be made, with a view of ascertaining the cause of the disaster, and whether any of the officers or employees of the service have been guilty of neglect or misconduct in the premises; and any officer or clerk in the employment of the Treasury Department who may be detailed to conduct such investigation, or to examine into any alleged incompetency or misconduct of any of the officers or employees of the Life-Saving Service, shall have authority to administer an oath to any witness attending to testify or depose in the course of such investigation,

June 18, 1878.  
Sec. 9.



Sec. 11. The enrolled members of the crews of life-boat stations may be called out for drill and exercise in the life-boat and life-saving apparatus as often as the general superintendent may determine, not to exceed twice a month, for each day's attendance at which they shall be entitled to the sum of three dollars each.

May 4, 1882.  
Sec. 2. The Secretary of the Treasury is hereby authorized to discontinue any life-saving or life-boat station or house of refuge whenever in his judgment the interests of commerce and humanity no longer require its existence.

Sec. 3. The General Superintendent may transfer the apparatus, appliances, equipments, and supplies of any discontinued station or house of refuge to such other stations or houses of refuge as may need them, and may also transfer any portion of the apparatus, appliances, equipments, and supplies, of one station or house of refuge to another whenever in his judgment the interests of the service may require it.

Sec. 4. Hereafter all district superintendents of life-saving stations shall be disbursing officers and paymasters for their respective districts, and shall give such bonds as the Secretary of the Treasury may require, and shall have the powers and perform the duties of inspectors of customs.

Sec. 10. The appointment of district superintendents, inspectors, and keepers and crews of life-saving stations shall be made solely with reference to their fitness, and without reference to their political or party affiliations.

June 18, 1878.  
Sec. 2. The unexpended balances of appropriations heretofore made for the establishment of life-saving and life-boat stations are hereby made available for the payment of the expenses of the establishment of the stations herein authorized.

Sec. 3. All moneys received from the sale of old stations and equipments and other material condemned by a board of survey as unserviceable may be expended in rebuilding or improving and equipping stations.

Sec. 4. Hereafter the compensation of the keepers of life-saving and life-boat stations and houses of refuge shall be at the rate of four hundred dollars per annum; and they shall have the powers of inspectors of customs, but shall receive no additional compensation for duties performed as such: *Provided*, That said keepers shall have authority and be required to take charge of and protect all property saved from shipwreck at which they may be present, until it is claimed by parties legally authorized to receive it, or until otherwise instructed to dispose of it by the Secretary of the Treasury; and keepers of life-saving stations shall be required to reside continually at or in the immediate vicinity of their respective stations. [Note: Compensation changed June 22, 1892; but powers bestowed in this section remain.]

Sec. 5. Hereafter the life-saving stations upon the Atlantic and gulf coasts at which crews are employed shall be manned and the stations opened for active service on the first day



of August in each year, and so continue until the first day of June succeeding, and upon the lake coasts from the opening to the close of navigation, except such stations as, in the discretion of the Secretary of the Treasury, are not necessary to be manned during the full period specified; and the crews shall reside at the stations during said periods. Aug. 3, 1894.

*Provided*, That those surfmen who enlist for a term including more than eight and a half months of active service, and those who enlist to fill vacancies caused by the promotion, death, resignation or dismissal of such surfmen shall receive sixty dollars per month during said period of active service. Mar. 8, 1895.

Crews may be employed at any of the life-saving or life-boat stations on the Pacific coast during such portion of the year as the general superintendent may deem necessary. May 4, 1882.  
Sec. 6.

The Secretary of the Treasury is hereby authorized to make all necessary regulations for the government of the life-saving service not inconsistent with law. June 20, 1874.  
Sec. 8.

The Secretary of the Treasury is hereby authorized to dispose of, to the best advantage, after due condemnation by board of survey, such articles or materials belonging to the life-saving service as may, from long continued use or other cause, become unserviceable and the proceeds of such sale shall be covered into the Treasury. Sec. 9.

#### 374. *Revenue-Cutter Service.*

The President may from time to time cause such of the revenue-cutters as have become unfit for further service to be sold; and the proceeds shall be paid into the Treasury: *Provided*, That the Secretary of the Treasury may apply, in the purchase or construction of revenue-cutters, any unexpended balance of the proceeds of revenue-cutters sold by him under the authority of section two of the act of twentieth April, eighteen hundred and sixty-six, chapter sixty-three. R. S., 2748.

The officers for each revenue-vessel shall be one captain, and one first, one second, and one third lieutenant, and for each steam-vessel, in addition, one engineer and one assistant engineer; but the Secretary of the Treasury may assign to any vessel a greater number of officers whenever in his opinion the nature of the service which she is directed to perform requires it. And vessels of both descriptions shall have such number of petty officers and men as in the opinion of the Secretary are required to make them efficient for their service. R. S., 2749.

Hereafter upon the occurring of a vacancy in the grade of third lieutenant of the Revenue-Marine Service, the Secretary of the Treasury may appoint a cadet not less than eighteen nor more than twenty-five years of age with rank next below that of third lieutenant, whose pay shall be three-fourths that of a third lieutenant, and who shall not be appointed to a higher grade until he shall have served a satisfactory probationary term of two years and July 31, 1876.



passed the examination required by the regulations of said service; and upon the promotion of such cadet another may be appointed in his stead; but the whole number of third lieutenants and cadets shall at no time exceed the number of third lieutenants now authorized by law.

R. S., 2750. The grades of engineers shall be chief engineer, and first, and second assistant engineer, with the pay and relative rank of first, second, and third lieutenant, respectively.

R. S., 2751. The commissioned officers of the revenue-cutter service shall be appointed by the President, by and with the advice and consent of the Senate.

R. S., 2752. No person shall be appointed to the office of captain, first, second, or third lieutenant, of any revenue-cutter, who does not adduce competent proof of proficiency and skill in navigation and seamanship.

R. S., 2753. The compensation of the officers of the revenue-cutter service shall be at the following rates while on duty:

Captains, twenty-five hundred dollars a year each.

First lieutenants and chief engineers, eighteen hundred dollars a year each.

Second lieutenants and first assistant engineers, fifteen hundred dollars a year each.

Third lieutenants and second assistant engineers, twelve hundred dollars a year each.

And at the following rates while on leave of absence or while waiting orders:

Captains, eighteen hundred dollars a year each.

First lieutenants and chief engineers, fifteen hundred dollars a year each.

Second lieutenants and first assistant engineers, twelve hundred dollars a year each.

Third lieutenants and second assistant engineers, nine hundred dollars a year each.

Aug. 18, 1834. Cadets, five hundred dollars per annum and one ration per day each.

R. S., 2754. The wages of petty officers and seamen of the revenue cutter service shall not exceed the average wages paid for like services on the Atlantic or Pacific coasts, respectively, in the merchant service.

R. S., 2755. Each officer of the revenue-cutter service, while on duty, shall be entitled to one Navy ration per day.

R. S., 2756. The Secretary of the Treasury may cause contracts to be made for the supply of rations for the officers and men of the revenue-cutters.

R. S., 2757. The revenue-cutters shall, whenever the President so directs, co-operate with the Navy, during which time they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the Navy Department.

R. S., 2761. The master of any revenue-cutter shall make a weekly return to the collector, or other officer of the district under whose direction it is placed, of the transactions of the cut-



ter, specifying the vessels that have been boarded, their names and descriptions, the names of the masters, from what port or place they last sailed, whether laden or in ballast, to what nation belonging, and whether they have the necessary manifests of their cargoes on board, and generally all such matters as it may be necessary for the officers of the customs to know.

The officers of revenue cutters shall perform, in addition to the duties hereinbefore prescribed, such other duties for the collection and security of the revenue as from time to time shall be directed by the Secretary of the Treasury, not contrary to law. R. S., 2762

The President of the United States is hereby authorized to convene a board, to be composed of three surgeons of the Marine-Hospital Service, to examine and report upon all officers now in the Revenue-Cutter Service who, through no vicious habits of their own, are now incapacitated by reason of the infirmities of age or physical or mental disability to efficiently perform the duties of their respective offices. And such officers as, under the terms of this Act, may be reported by said board to be so permanently incapacitated shall be placed on waiting orders out of the line of promotion, with one-half active duty pay, and the vacancies thereby created in the active list of the officers shall be filled by promotion in the order of seniority, as now provided by law: *Provided, however,* That no such promotion shall be made until the professional qualifications of the candidate shall have been determined by written examination before a board of officers of the Revenue-Cutter Service convened by the Secretary of the Treasury for that purpose: *Provided further,* That the number of officers upon the active list now authorized by law shall not be increased by this Act. Mar. 2, 1895.

### 375. *Light-House Board.*

The President shall appoint two officers of the Navy, of high rank, two officers of the Corps of Engineers of the Army, and two civilians of high scientific attainments, whose services may be at the disposal of the President, together with an officer of the Navy and an officer of engineers of the Army, as secretaries, who shall constitute the Light-House Board. R. S., 4653.

The Secretary of the Treasury shall be ex-officio president of the Light-House Board. R. S., 4654.

The Light-House Board shall elect, by ballot, one of their number as chairman of the board, who shall preside at their meetings, when the president is absent, and perform such acts as may be prescribed by the rules of the board. R. S., 4655.

The Light-House Board shall meet, for the transaction of business, on the first Mondays in March, June, September, and December. But the Secretary of the Treasury may convene the board whenever, in his judgment, the exigencies of the service require it. R. S., 4656.

The Light-House Board may adopt such regulations for the government of their meetings as they judge expedient. R. S., 4657.



R. S., 4653.

The Light-House Board shall be attached to the office of the Secretary of the Treasury, and under his superintendence shall discharge all administrative duties relating to the construction, illumination, inspection, and superintendence of light-houses, light-vessels, beacons, buoys, sea-marks, and their appendages, and embracing the security of foundations of works already existing, procuring illuminating and other apparatus, supplies, and materials of all kinds for building, and for rebuilding when necessary, and keeping in good repair the light-houses, light-vessels, beacons, and buoys of the United States; and shall have the charge and custody of all the archives, books, documents, drawings, models, returns, apparatus, and other things appertaining to the Light-House Establishment.

R. S., 4659.

The Light-House Board shall furnish, upon the requisition of the Secretary of the Treasury, all the estimates of expense which the several branches of the light-house service may require, and such other information as may be required, to be laid before Congress at the commencement of each session.

Mar. 3, 1879.

The expense of maintaining the vessels of the light-house establishment, may be paid from any surplus of the appropriations for the works, general or special, on which the respective vessels are, for the time being, employed; and the cost of repairs to such vessels may be paid from the appropriation under which they respectively were employed when they were injured or became deteriorated to such an extent as to render the repairs necessary; or, if such appropriation be exhausted, then from the appropriation under which they are respectively to be next employed.

R. S., 4660.

The Light-House Board is authorized, whenever an appropriation has been or may be made by Congress for a new light-house, the proper site for which does not belong to the United States, to purchase the necessary land, provided the purchase-money be paid from the amount appropriated for such light-house.

R. S., 4661.

No light-house, beacon, public piers, or landmark, shall be built or erected on any site until cession of jurisdiction over the same has been made to the United States.

R. S., 4662.

A cession by a State of jurisdiction over a place selected as the site of a light-house, or other structure or work of the Light-House Establishment, shall be deemed sufficient within the preceding section, notwithstanding it contains a reservation that process issued under authority of such State may continue to be served within such place. And notwithstanding any such cession of jurisdiction contains no such reservation, all process may be served and executed within the place ceded, in the same manner as if no cession had been made.

R. S., 4663.

Whenever preliminary surveys are required to ascertain the necessity for any light-house, light-ship, beacon, or other warning to vessels, the erection of which is or may be authorized by law, or to determine the proper site for the same, or to ascertain more fully what the public exigency



requires, the Secretary of the Treasury may cause the necessary examinations and surveys on the sea-board to be made under the direction of the Superintendent of the Coast Survey, and those on the northwestern lakes to be made under the direction of the Corps of Engineers. In all cases in which adverse reports are made, they shall be submitted to Congress at its next session. In all cases in which the objects authorized are favorably reported upon, the works may be commenced immediately after valid titles and cessions of jurisdiction shall have been obtained to the sites.

The President shall cause to be detailed from the Engineer Corps of the Army, from time to time, such officers as may be necessary to superintend the construction and renovation of light-houses. R. S., 4664.

The Light-House Board shall cause to be prepared by the engineer secretary of the board, or by such officer of engineers of the Army as may be detailed for that service, all plans, drawings, specifications, and estimates of cost, of all illuminating and other apparatus, and of construction and repair of towers, buildings, &c., connected with the Light-House Establishment, and no bid or contract shall be accepted or entered into, except upon the decision of the board, at a regular or special meeting, and through their properly authorized officers. R. S., 4665.

All materials for the construction and repair of light-houses, light-vessels, beacons, buoys, and so forth, shall be procured by public contracts, under such regulations as the board may from time to time adopt, subject to the approval of the Secretary of the Treasury, and all works of construction, renovation, and repair shall be made by the orders of the board, under the immediate superintendence of their engineer secretary, or of such engineer of the Army as may be detailed for that service. R. S., 4666.

Hereafter it shall be the duty of the Light-House Board to apply the money appropriated, other than for surveys, as far as can be without detriment to the interests of the Government, by contract. July 7, 1884.

No contract for the erection of any light-house shall be made except after public advertisement for proposals in such form and manner as to secure general notice thereof, and the same shall only be made with the lowest bidder therefor, upon security deemed sufficient in the judgment of the Secretary of the Treasury. R. S., 4667.

Whenever any of the light-vessels occupying positions which are adapted to the erection of light-houses upon pile-foundations require to be rebuilt, or require such extensive repairs as to render the substitution of such light-houses advisable and practicable, such permanent structures may be erected in place of any such light-vessels; but the expense arising from all such changes and erections shall be defrayed from the general annual appropriations for repairs, and so forth, of light-vessels, except when a special appropriation is made for such change. R. S., 4668.



R. S., 4669. The Light-House Board, with the approval of the Secretary of the Treasury, shall prescribe, and from time to time may alter or amend, and cause to be distributed, such regulations as they deem proper for securing an efficient, uniform, and economical administration of the Light-House Establishment.

R. S., 4670.  
July 26, 1886. The Light-House Board shall arrange the ocean, gulf, lake, and river coasts of the United States into light house districts, not exceeding sixteen in number. Any law or regulation prohibiting the employment in the light-houses of the United States of persons more than forty-five years of age is hereby repealed.

June 23, 1874. The jurisdiction of the Light-House Board is hereby extended over the Mississippi, Ohio and Missouri rivers for the establishment of such beacon lights, day beacons, and buoys as may be necessary for the use of vessels navigating those streams; and for this purpose the said board is hereby required to divide the designated rivers into one or two additional light-house districts, to be in all respects similar to the already existing light-house districts; and is hereby authorized to lease the necessary ground for all such lights and beacons as are used to point out changeable channels and which in consequence can not be made permanent.

R. S., 4671. An officer of the Army or Navy shall be assigned to each district as a light-house inspector, subject to the orders of the Light-House Board; and shall receive for such service the same pay and emoluments that he would be entitled to by law for the performance of duty in the regular line of his profession, and no other, except the legal allowance per mile, when traveling under orders connected with his duties.

R. S., 4672. The Secretary of the Treasury shall assign to any of the collectors of the customs the superintendence of such light-houses, beacons, light-ships, and buoys, as he deems best.

R. S., 4673. The Secretary of the Treasury is authorized to regulate the salaries of the respective keepers of light-houses in such manner as he deems just and proper, but the whole sum allowed for such salaries shall not exceed an average of six hundred dollars to each keeper.

R. S., 4674. The Secretary of the Treasury may, upon the recommendation of the Light-House Board, discontinue from time to time such lights as may from any cause become useless or unnecessary. And he may, upon the like recommendation, from time to time re-establish any lights which have been thus discontinued, whenever he believes such re-establishment to be required by public convenience or the necessities of trade or commerce.

R. S., 4675. The Secretary of the Treasury shall have power to order the sale at auction, after due public notice, of any real estate or other property pertaining to the light-house establishment, no longer required for light-house purposes; the proceeds of such sales, after the payment therefrom of the expenses of making the same, to be deposited and covered



into the Treasury as miscellaneous receipts, as now provided by law in like cases.

No additional salary shall be allowed to any civil, military, or naval officer on account of his being employed on the Light-House Board, or being in any manner attached to the light-house service. R. S., 4679.

No member of the Light-House Board, inspector, light-keeper, or other person in any manner connected with the light-house service, shall be interested, either directly or indirectly, in any contract for labor, materials, or supplies for the light house service, or in any patent, plan, or mode of construction or illumination, or in any article of supply for the light-house service. R. S., 4680.

### 376. *Treasury agents.*

The Secretary of the Treasury may appoint one supervising special agent, who shall receive in addition to the necessary traveling expenses actually incurred by him, a compensation of ten dollars per day; eighteen special agents, who shall each receive in addition to the necessary traveling expenses actually incurred by him, a compensation to be fixed by the Secretary of the Treasury, not to exceed eight dollars per day; and nine special agents, who shall each receive in addition to the necessary traveling expenses actually incurred by him, a compensation to be fixed by the Secretary of the Treasury not to exceed six dollars per day, for the purpose of making the examinations of the books, papers, and accounts of collectors and other officers of the customs, and to be employed generally, under the direction of the Secretary, in the prevention and detection of frauds on the customs revenue; and the expense thereof shall be charged to the "appropriation to defray the expense of collecting the revenue from customs." R. S., 2649.  
Mar. 3, 1891.

The Secretary of the Treasury may, from time to time, make such regulations not inconsistent with law, for the government of the special agents, as he deems expedient, and may rescind or alter regulations so made. But no special agent, in addition to those authorized by the two preceding sections [Sec. 2649 as amended], shall be appointed or employed upon any business relating to the customs revenue; nor shall any sum be paid to any agent authorized to be employed for mileage or any other expenses except such as are actually incurred in the discharge of his official duty. R. S., 2651.

It shall be the duty of all officers of the customs to execute and carry into effect all instructions of the Secretary of the Treasury relative to the execution of the revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of the revenue laws, the decision of the Secretary of the Treasury shall be conclusive and binding upon all officers of the customs. R. S., 2652.

The Secretary of the Treasury is hereby authorized, whenever he shall think it advantageous to the public service, to R. S., 2653.



abolish or suspend the office of naval officer, or any other subordinate office, in any collection-district of the United States, except in Boston, New York, Philadelphia, Baltimore, Charleston, Savannah, Portland in Maine, and San Francisco, and to assign the duties of the office or any other subordinate office so abolished or suspended to a deputy collector or inspector of the customs; and so much of all fines, penalties, and forfeitures as would otherwise inure to either of such naval officers shall, after the discontinuance of their offices, respectively, be paid into the Treasury of the United States, and there credited to the fund for defraying the expenses of collecting the revenue from customs.

R. S., 1973. The Secretary of the Treasury is authorized to appoint one agent and three assistant agents, who shall be charged with the management of the seal fisheries in Alaska, and the performance of such other duties as may be assigned to them by the Secretary of the Treasury.

R. S., 1974. The agent shall receive the sum of ten dollars each day, one assistant agent the sum of eight dollars each day, and two assistant agents the sum of six dollars each day while so employed; and they shall also be allowed their necessary traveling expenses in going to and returning from Alaska, for which expenses vouchers shall be presented to the proper accounting officers of the Treasury, and such expenses shall not exceed in the aggregate six hundred dollars each in any one year.

R. S., 1975. Such agents shall never be interested, directly or indirectly, in any lease of the right to take seals, nor in any proceeds or profits thereof, either as owner, agent, partner, or otherwise.

R. S., 1976. Such agents are empowered to administer oaths in all cases relating to the service of the United States, and to take testimony in Alaska for the use of the Government in any matter concerning the public revenues.

R. S., 2999. For the purpose of better guarding against frauds upon the revenue on foreign merchandise transported between the ports of the Atlantic and those of the Pacific overland through any foreign territory, the Secretary of the Treasury may appoint special sworn agents as inspectors of the customs, to reside in such foreign territory where such merchandise may be landed or embarked, with power to superintend the landing or shipping of all merchandise, passing coastwise between the ports of the United States on the Pacific and the Atlantic. It shall be their duty, under such regulations and instructions as the Secretary of the Treasury may prescribe, to guard against the perpetration of frauds upon the revenue. The compensation paid to such inspectors shall not in the aggregate exceed five thousand dollars per annum.

### 377. *Coast and Geodetic Survey.*

R. S., 4681. The President is authorized to cause a survey to be taken of the coasts of the United States, in which shall be desig-



nated the islands and shoals, with the roads or places of anchorage, within twenty leagues of any part of the shores of the United States; and also the respective courses and distances between the principal capes or headlands, together with such other matters as he may deem proper for completing an accurate chart of every part of the coasts.

The President may also cause such examinations and observations to be made with respect to Saint George's Bank, and to any other bank, or shoal, and the soundings and currents, although beyond the distance of twenty leagues from the shore to the Gulf Stream, as he may deem especially subservient to the commercial interests of the United States.

R. S., 4682.

All appropriations made for the work of surveying the coast of the United States shall be expended in accordance with the plan of re-organizing the mode of executing the survey which has been submitted to the President by a board of officers organized under the act of March three, eighteen hundred and forty three, chapter one hundred.

R. S., 4683.

The President shall carry into effect the plan of the board, as agreed upon by a majority of its members; and shall cause to be employed as many officers of the Army and Navy of the United States as will be compatible with the successful prosecution of the work; the officers of the Navy to be employed on the hydrographical parts, and the officers of the Army on the topographical parts of the work; and no officer of the Army or Navy shall receive any extra pay out of any appropriations for surveys.

R. S., 4684.

The President is authorized, in executing the provisions of this Title [R. S., 4681-4691], to use all maps, charts, books, instruments, and apparatus belonging to the United States, and to direct where the same shall be deposited, and to employ all persons in the land or naval service of the United States, and such astronomers and other persons, as he shall deem proper.

R. S., 4685.

The President is authorized, for any of the purposes of surveying the coast of the United States, to cause to be employed such of the public vessels in actual service as he deems it expedient to employ, and to give such instructions for regulating their conduct as he deems proper, according to the tenor of this Title [R. S., 4681-4691].

R. S., 4686.

Officers of the Army and Navy shall, as far as practicable, be employed in the work of surveying the coast of the United States, whenever and in the manner required by the Department having charge thereof.

R. S., 4687.

The Secretary of the Treasury may make such allowances to the officers and men of the Army and Navy, while employed on Coast Survey service, for subsistence, in addition to their compensation, as he may deem necessary, not exceeding the sum authorized by the Treasury regulation of the eleventh day of May, eighteen hundred and forty-four.

R. S., 4688.

Nor shall there hereafter be made any allowance for subsistence to officers of the Navy attached to the Coast and

Aug. 30, 1890.



Geodetic Survey, except that when officers are detached to do work away from their vessels under circumstances involving them in extra expenditures, the Superintendent may allow to any such officer subsistence at a rate not exceeding one dollar per day for the period actually covered by such duty away from such vessel.

R. S., 4689.

The salary of the Superintendent of the Coast Survey shall be six thousand dollars a year.

R. S., 4690.

The Coast Survey report shall be submitted to Congress during the month of December in each year, and shall be accompanied by a general chart of the whole coasts of the United States, on as large a scale as convenient and practicable, showing, as near as practicable, the configuration of the coasts, and showing, by lines, the probable limits of the Gulf Stream, and showing, by lines, the probable limit to which the soundings off the coast will extend, and showing, by the use of colors and explanations, the exact portions of our coasts, of which complete charts have been published by the Coast Survey; also, showing such other parts of the coasts of which the triangulation, the topography, and the soundings have been completed, but not published, and, also, such parts of the coasts of which the triangulation and topography, or the triangulation only, have been completed.



## Customs Districts and Ports of Entry and Delivery.

| Districts.                 | Ports of entry.                       | Ports of delivery.                                                              |
|----------------------------|---------------------------------------|---------------------------------------------------------------------------------|
| MAINE.                     |                                       |                                                                                 |
| Aroostook .....            | Houlton.                              |                                                                                 |
| Passamaquoddy .....        | Eastport.....                         | Calais.<br>Pembroke.<br>Robbinston.                                             |
| Machias .....              | Machias.                              |                                                                                 |
| Frenchman Bay.....         | Ellsworth .....                       | Union River.                                                                    |
|                            | Mount Desert Ferry, subport of entry. |                                                                                 |
| Castine .....              | Castine .....                         | Blue Hill.<br>Deer Island.<br>Bucksport.                                        |
| Bangor .....               | Bangor .....                          | Frankfort.<br>Hampden.                                                          |
| Belfast .....              | Belfast .....                         | Prospect.<br>Rockport.<br>Vinal Haven.<br>North Haven.<br>Camden.               |
| Waldoboro .....            | Waldoboro .....                       | Bristol.<br>Damariscotta.<br>Warren.<br>Thomaston.<br>Cushing.<br>St. George.   |
| Wiscasset .....            | Wiscasset .....                       | Boothbay.<br>Alma.                                                              |
| Bath .....                 | Bath.....                             | Hallowell.<br>Pittston.<br>Georgetown.<br>Bowdoinham.<br>Gardiner.<br>Richmond. |
| Portland and Falmouth..... | Portland.....                         | North Yarmouth.<br>Brunswick.<br>Freeport.<br>Harpwell.                         |
| Saco .....                 |                                       | Scarboro.                                                                       |
| Kennebunk.....             | Kennebunk.....                        | Wells.<br>Kennebunk Port.                                                       |
| York .....                 | York.                                 |                                                                                 |
| NEW HAMPSHIRE.             |                                       |                                                                                 |
| Portsmouth .....           | Portsmouth .....                      | New Castle.<br>Dover.<br>Exeter.<br>Kittery, Me.<br>Berwick.                    |
| VERMONT.                   |                                       |                                                                                 |
| Vermont.....               | Burlington.                           |                                                                                 |
| MASSACHUSETTS.             |                                       |                                                                                 |
| Newburyport .....          | Newburyport.....                      | Amesbury.<br>Salisbury.<br>Haverhill.<br>Newbury.<br>Ipswich.                   |
| Gloucester .....           | Gloucester.....                       | Manchester.<br>Rockport.                                                        |
| Salem and Beverly .....    | Salem.....                            | Danvers.                                                                        |
| Marblehead .....           | Marblehead.....                       | Lynn.                                                                           |



*Customs Districts and Ports of Entry and Delivery—Continued.*

| Districts.                  | Ports of entry.         | Ports of delivery.                                                                                                                                                                                                                                                                      |
|-----------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MASSACHUSETTS—cont'd.       |                         |                                                                                                                                                                                                                                                                                         |
| Boston and Charlestown..... | Boston.....             | Medford.<br>Cohasset.<br>Hingham.<br>Weymouth.<br>Cambridge.<br>Roxbury.<br>Dorchester.                                                                                                                                                                                                 |
| Plymouth .....              | Plymouth .....          | Scituate.<br>Kingston.<br>Duxbury.<br>Marshfield.                                                                                                                                                                                                                                       |
| Barnstable.....             | Barnstable.....         | Sandwich.<br>Falmouth.<br>Harwich.<br>Wellfleet.<br>Provincetown.<br>Chatham.<br>Dennis.                                                                                                                                                                                                |
| Nantucket.....              | Nantucket.              |                                                                                                                                                                                                                                                                                         |
| Edgartown .....             | Edgartown.              |                                                                                                                                                                                                                                                                                         |
| New Bedford .....           | New Bedford .....       | Westport.<br>Rochester.<br>Wareham.                                                                                                                                                                                                                                                     |
| Fall River.....             | Fall River .....        | Swansea.<br>Somerset.<br>Freetown.<br>Berkley.<br>Taunton.                                                                                                                                                                                                                              |
| RHODE ISLAND.               |                         |                                                                                                                                                                                                                                                                                         |
| Newport.....                | Newport.....            | North Kingston.<br>Tiverton.                                                                                                                                                                                                                                                            |
| Bristol and Warren.....     | Bristol and Warren..... | Barrington.                                                                                                                                                                                                                                                                             |
| Providence .....            | Providence .....        | Pawtuxet.<br>East Greenwich.                                                                                                                                                                                                                                                            |
| CONNECTICUT.                |                         |                                                                                                                                                                                                                                                                                         |
| Stonington.....             | Stonington .....        | Pawcatuck River.                                                                                                                                                                                                                                                                        |
| New London.....             | New London.....         | Norwich.<br>Groton.<br>Lyme.                                                                                                                                                                                                                                                            |
| Hartford .....              | Hartford .....          | Saybrook.<br>Enfield.<br>Clinton.<br>Westbrook.<br>Old Saybrook.<br>Essex.<br>Chester.<br>Haddam.<br>East Haddam.<br>Middletown.<br>Chatham.<br>Portland.<br>Cromwell.<br>Rocky Hill.<br>Wethersfield.<br>Glastonbury.<br>East Hartford.<br>Springfield, Mass.<br>Vernon.<br>Rockville. |
| New Haven.....              | New Haven.....          | Guilford.<br>Branford.<br>Milford.<br>Derby.                                                                                                                                                                                                                                            |
| Fairfield.....              | Bridgeport .....        | Norwalk.<br>Stratford.<br>Stamford.<br>Greenwich.                                                                                                                                                                                                                                       |



*Customs Districts and Ports of Entry and Delivery—Continued.*

| Districts.             | Ports of entry.                    | Ports of delivery.                                                                                                                                                        |
|------------------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NEW YORK.              |                                    |                                                                                                                                                                           |
| Sag Harbor.....        | Sag Harbor.....                    | Greenport                                                                                                                                                                 |
| City of New York.....  | New York.....<br>Jersey City.....  | New Windsor.<br>Newburg.<br>Poughkeepsie.<br>Esopus.<br>Kinderhook.<br>Albany.<br>Hudson.<br>Troy.<br>Rhinebeck Landing.<br>Cold Spring.<br>Port Jefferson.<br>Patchogue. |
| Champlain.....         | Plattsburg.....                    | Whitehall.<br>Fort Covington.                                                                                                                                             |
| Oswegatchie.....       | Ogdensburg.                        |                                                                                                                                                                           |
| Cape Vincent.....      | Cape Vincent.                      |                                                                                                                                                                           |
| Oswego.....            | Oswego.                            |                                                                                                                                                                           |
| Genesee.....           | River Genesee (Rochester).         |                                                                                                                                                                           |
| Niagara.....           | Suspension Bridge.                 |                                                                                                                                                                           |
| Buffalo Creek.....     | Buffalo.                           |                                                                                                                                                                           |
| Dunkirk.....           | Dunkirk.....                       | Barcelona.<br>Silver Creek.<br>Cattaraugus Creek.                                                                                                                         |
| NEW JERSEY.            |                                    |                                                                                                                                                                           |
| Newark.....            | Newark.....                        | Elizabeth.                                                                                                                                                                |
| Perth Amboy.....       | Perth Amboy.....                   | New Brunswick.<br>Middletown Point.                                                                                                                                       |
| Little Egg Harbor..... | Tuckerton.                         |                                                                                                                                                                           |
| Great Egg Harbor.....  | Somers Point.                      |                                                                                                                                                                           |
| Bridgeton.....         | Bridgeton.....                     | Salem.<br>Port Elizabeth.                                                                                                                                                 |
| Burlington.....        | Trenton.....                       | Trenton.                                                                                                                                                                  |
| PENNSYLVANIA.          |                                    |                                                                                                                                                                           |
| Philadelphia.....      | Philadelphia.....                  | Camden, N. J.<br>Chester.                                                                                                                                                 |
| Erie.....              | Erie.                              |                                                                                                                                                                           |
| Pittsburg.....         | Pittsburg.                         |                                                                                                                                                                           |
| DELAWARE.              |                                    |                                                                                                                                                                           |
| Delaware.....          | Wilmington.....                    | New Castle.<br>Port Penn.<br>Delaware City.                                                                                                                               |
| MARYLAND.              |                                    |                                                                                                                                                                           |
| Eastern.....           | Crisfield.....                     | Salisbury.                                                                                                                                                                |
| Baltimore.....         | Baltimore.....                     | Cambridge.<br>Easton.<br>Havre de Grace.                                                                                                                                  |
| Annapolis.....         | Annapolis.....                     | Benedict.<br>Lower Marlboro.<br>Town Creek.<br>Cedar Point.<br>Nottingham.<br>St. Marys.                                                                                  |
| DISTRICT OF COLUMBIA.  |                                    |                                                                                                                                                                           |
| Georgetown.....        | Washington.                        |                                                                                                                                                                           |
| VIRGINIA.              |                                    |                                                                                                                                                                           |
| Cherrystone.....       | Cape Charles City (Eastville)..... | Snow Hill.<br>Folly Landing.                                                                                                                                              |



*Customs Districts and Ports of Entry and Delivery—Continued.*

| Districts.                  | Ports of entry.                                         | Ports of delivery.                               |
|-----------------------------|---------------------------------------------------------|--------------------------------------------------|
| VIRGINIA—continued.         |                                                         |                                                  |
| Alexandria .....            | Alexandria .....                                        | Potomac.                                         |
| Tappahannock .....          | Tappahannock .....                                      | Port Royal.<br>Fredericksburg.<br>Yeocomico.     |
| Newport News .....          | Newport News .....                                      | Yorktown.                                        |
| Norfolk and Portsmouth .... | Norfolk and Portsmouth .....                            | Suffolk.<br>Smithfield.                          |
| Petersburg .....            | Petersburg to City Point.                               |                                                  |
| Richmond .....              | Richmond.<br>West Point, subport of entry and delivery. |                                                  |
| NORTH CAROLINA.             |                                                         |                                                  |
| Albemarle .....             | Edenton.                                                |                                                  |
| Pamlico .....               | Newbern.                                                |                                                  |
| Beaufort .....              | Beaufort.                                               |                                                  |
| Wilmington .....            | Wilmington.                                             |                                                  |
| SOUTH CAROLINA.             |                                                         |                                                  |
| Georgetown .....            | Georgetown.                                             |                                                  |
| Charleston .....            | Charleston.                                             |                                                  |
| Beaufort .....              | Beaufort.                                               |                                                  |
| GEORGIA.                    |                                                         |                                                  |
| Savannah .....              | Savannah .....                                          | Augusta.                                         |
| Brunswick .....             | Brunswick .....                                         | Frederica.<br>Darien.                            |
| St. Marys .....             | St. Marys .....                                         | Atlanta.                                         |
| FLORIDA.                    |                                                         |                                                  |
| Fernandina .....            | Fernandina.                                             |                                                  |
| St. Johns .....             | Jacksonville.                                           |                                                  |
| St. Augustine .....         | St. Augustine.                                          |                                                  |
| Key West .....              | Key West.<br>Punta Gorda, subport of entry.             |                                                  |
| Tampa .....                 | Tampa.                                                  |                                                  |
| St. Marks .....             | Cedar Keys .....                                        | St. Marks.<br>Magnolia.<br>Ocala.                |
| Apalachicola .....          | Apalachicola.                                           |                                                  |
| Pensacola .....             | Pensacola.                                              |                                                  |
| ALABAMA.                    |                                                         |                                                  |
| Mobile .....                | Mobile .....                                            | Montgomery.                                      |
| MISSISSIPPI.                |                                                         |                                                  |
| Pearl River .....           | Shieldsboro (Bay St. Louis) .....                       | East Pascagoula.<br>Pearlington.<br>Ship Island. |
| Natchez .....               | Natchez .....                                           | Grand Gulf.                                      |
| Vicksburg .....             | Vicksburg.                                              |                                                  |



*Customs Districts and Ports of Entry and Delivery—Continued.*

| Districts.                    | Ports of entry.                                                                                                                                                                                                                                                                                                                   | Ports of delivery.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOUISIANA.                    |                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| New Orleans .....             | New Orleans .....                                                                                                                                                                                                                                                                                                                 | Wheeling, W. Va.<br>Council Bluffs, Iowa.<br>Cincinnati, Ohio.<br>Louisville, Ky.<br>St. Louis, Mo.<br>Rock Island, Ill.<br>Peoria, Ill.<br>Sioux City, Iowa.<br>Memphis, Tenn.<br>Evansville, Ind.<br>Burlington, Iowa.<br>Galena, Ill.<br>Dubuque, Iowa.<br>Leavenworth, Kans.<br>Omaha, Nebr.<br>Kansas City, Mo.<br>St. Joseph, Mo.<br>Shreveport, La.<br>La Crosse, Wis.<br>Chattanooga, Tenn.<br>Portsmouth, Ohio.<br>Paducah, Ky.<br>Lincoln, Nebr. |
| Teche .....                   | Brashear (Morgan City).                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| TEXAS.                        |                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Galveston .....               | Galveston .....                                                                                                                                                                                                                                                                                                                   | Sabine.<br>Houston.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Saluria .....                 | Eagle Pass .....                                                                                                                                                                                                                                                                                                                  | San Antonio.<br>Matagorda.<br>Copano.<br>Lavaca.                                                                                                                                                                                                                                                                                                                                                                                                           |
| Corpus Christi.....           | Corpus Christi .....                                                                                                                                                                                                                                                                                                              | Aransas.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                               | Laredo, subport of entry.<br>Rockport, subport of entry.                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Brazos de Santiago .....      | Brownsville.                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Paso del Norte.....           | El Paso.                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| CALIFORNIA.                   |                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| San Diego .....               | San Diego.                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Los Angeles .....             | Los Angeles                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| San Francisco .....           | San Francisco.....                                                                                                                                                                                                                                                                                                                | Vallejo.<br>San Luis Obispo.                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                               | Oakland.                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Humboldt .....                | Eureka .....                                                                                                                                                                                                                                                                                                                      | Crescent City.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| OREGON AND WASHINGTON.        |                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Southern district of Oregon . | Coos Bay (Empire City) .....                                                                                                                                                                                                                                                                                                      | Ellensburg.<br>Port Oxford.<br>Gardner.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Yaquina.....                  | Yaquina.....                                                                                                                                                                                                                                                                                                                      | Newport.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Oregon .....                  | Astoria.                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Willamette.....               | Portland.                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Puget Sound.....              | Port Townsend.<br>Seattle, subport of entry.<br>Tacoma, subport of entry.<br>Port Angeles, subport of entry.<br>New Whatcom, subport of entry.<br>Aberdeen, subport of entry.<br>Blaine, subport of entry.<br>Everett, subport of entry.<br>Northport, subport of entry.<br>Sumas, subport of entry.<br>Marcus, subport of entry. |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



*Customs Districts and Ports of Entry and Delivery—Continued.*

| Districts.                 | Ports of entry.                                                             | Ports of delivery.                                                         |
|----------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------|
| ALASKA.                    |                                                                             |                                                                            |
| Alaska .....               | Sitka .....                                                                 | Wrangel.<br>Mary Island.<br>Juneau.<br>Sand Point.<br>Kodiak.<br>Unalaska. |
| MONTANA AND IDAHO.         |                                                                             |                                                                            |
| Montana and Idaho.....     | Fort Benton .....                                                           | Bonniers Ferry.                                                            |
| MINNESOTA.                 |                                                                             |                                                                            |
| Minnesota .....            | St Paul.<br>Minneapolis, subport of entry.                                  |                                                                            |
| Duluth .....               | Duluth.                                                                     |                                                                            |
| WISCONSIN.                 |                                                                             |                                                                            |
| Milwaukee .....            | Milwaukee .....                                                             | Kenosha.<br>Racine.<br>Sheboygan.<br>Green Bay.<br>Depere.                 |
| MICHIGAN.                  |                                                                             |                                                                            |
| Michigan .....             | Grand Haven.....                                                            | Cheboygan.<br>Manistee.<br>Ludington.                                      |
| Huron .....                | Port Huron.                                                                 |                                                                            |
| Detroit .....              | Detroit.                                                                    |                                                                            |
| Superior.....              | Marquette.....<br>Superior, subport of entry.<br>Ashland, subport of entry. | Sault Ste. Marie.<br>Mackinaw.                                             |
| Port of delivery only..... |                                                                             | Grand Rapids.                                                              |
| INDIANA AND ILLINOIS.      |                                                                             |                                                                            |
| Chicago .....              | Chicago.....                                                                | Waukegan.<br>Michigan City.                                                |
| INDIANA.                   |                                                                             |                                                                            |
| .....                      |                                                                             | Indianapolis.                                                              |
| OHIO.                      |                                                                             |                                                                            |
| Miami .....                | Toledo.                                                                     |                                                                            |
| Sandusky.....              | Sandusky.                                                                   |                                                                            |
| Cuyahoga.....              | Cleveland.....                                                              | Fairport.                                                                  |
| Port of delivery only..... |                                                                             | Columbus.                                                                  |
| COLORADO.                  |                                                                             |                                                                            |
| .....                      |                                                                             | Denver.                                                                    |
| ARIZONA.                   |                                                                             |                                                                            |
| .....                      | Nogales.                                                                    |                                                                            |
| NORTH AND SOUTH DAKOTA.    |                                                                             |                                                                            |
| .....                      | Pembina, N. Dak.....                                                        | Sioux Falls, S. Dak.                                                       |
| TENNESSEE.                 |                                                                             |                                                                            |
| Port of delivery only..... |                                                                             | Nashville, Tenn.                                                           |
| IOWA.                      |                                                                             |                                                                            |
| Port of delivery only..... |                                                                             | Des Moines, Iowa.                                                          |



Ports at which merchandise may be entered for transportation to other ports without appraisement under the act of June 10, 1880.

|                   |                   |                         |                   |
|-------------------|-------------------|-------------------------|-------------------|
| Boston, Mass.     | Galveston, Tex.   | Philadelphia, Pa.       | Seattle, Wash.    |
| Baltimore, Md.    | Key West, Fla.    | Portland, Me.           | San Diego, Cal.   |
| Bath, Me.         | Los Angeles, Cal. | Port Huron, Mich.       | Sioux City, Iowa. |
| Bangor, Me.       | Marquette, Mich.  | Portland, Oreg.         | Tacoma, Wash.     |
| Chicago, Ill.     | Mobile, Ala.      | Port Townsend, Wash.    | Tampa, Fla.       |
| Charleston, S. C. | New York, N. Y.   | Pensacola, Fla.         | Toledo, Ohio.     |
| Cleveland, Ohio.  | Newport News, Va. | Rochester, N. Y.        | Vanceboro, Me.    |
| Detroit, Mich.    | New Orleans, La.  | Savannah, Ga.           |                   |
| Duluth, Minn.     | Norfolk, Va.      | San Francisco, Cal.     |                   |
| Fernandina, Fla.  | Ogdensburg, N. Y. | Sault Ste. Marie, Mich. |                   |

Ports to which merchandise may be transported without appraisement under the act of June 10, 1880,

|                       |                     |                      |                         |
|-----------------------|---------------------|----------------------|-------------------------|
| Atlanta, Ga.          | Evansville, Ind.    | Newark, N. J.        | Sioux City, Iowa.       |
| Albany, N. Y.         | Enfield, Conn.      | Newport News, Va.    | San Antonio, Tex.       |
| Buffalo, N. Y.        | Washington, D. C.   | New York, N. Y.      | Springfield, Mass.      |
| Burlington, Vt.       | Galveston, Tex.     | New Haven, Conn.     | Savannah, Ga.           |
| Boston, Mass.         | Grand Haven, Mich.  | Norfolk, Va.         | St. Augustine, Fla.     |
| Baltimore, Md.        | Grand Rapids, Mich. | New Orleans, La.     | St. Louis, Mo.          |
| Bath, Me.             | Hartford, Conn.     | Oakland, Cal.        | St. Joseph, Mo.         |
| Bangor, Me.           | Indianapolis, Ind.  | Ocala, Fla.          | St. Paul, Minn.         |
| Bridgeport, Conn.     | Jacksonville, Fla.  | Omaha, Nebr.         | San Francisco, Cal.     |
| Charleston, S. C.     | Kansas City, Mo.    | Ogdensburg, N. Y.    | San Diego, Cal.         |
| Chicago, Ill.         | Key West, Fla.      | Providence, R. I.    | Sault Ste. Marie, Mich. |
| Cincinnati, Ohio.     | Louisville, Ky.     | Philadelphia, Pa.    | Seattle, Wash.          |
| Council Bluffs, Iowa. | Lincoln, Nebr.      | Pittsburg, Pa.       | Tampa, Fla.             |
| Cleveland, Ohio.      | Los Angeles, Cal.   | Portland, Me.        | Tacoma, Wash.           |
| Columbus, Ohio.       | Marquette, Mich.    | Portsmouth, N. H.    | Toledo, Ohio.           |
| Detroit, Mich.        | Middletown, Conn.   | Port Huron, Mich.    | Vanceboro, Me.          |
| Denver, Colo.         | Minneapolis, Minn.  | Portland, Oreg.      | Vernon, Wis.            |
| Duluth, Minn.         | Milwaukee, Wis.     | Port Townsend, Wash. | Wilmington, Del.        |
| Dubuque, Iowa.        | Memphis, Tenn.      | Richmond, Va.        | Wilmington, N. C.       |
| Des Moines, Iowa.     | Mobile, Ala.        | Rochester, N. Y.     |                         |
| Dunkirk, N. Y.        | Nashville, Tenn.    | Sandusky, Ohio.      |                         |

Ports at which bonded warehouses are established.

|                      |                     |                          |                          |
|----------------------|---------------------|--------------------------|--------------------------|
| Apalachicola, Fla.   | Cape Vincent, N. Y. | Louisville, Ky.          | Providence, R. I.        |
| Astoria, Oreg.       | Duluth, Minn.       | Lincoln, Nebr.           | Provincetown, Mass.      |
| Baltimore, Md.       | Detroit, Mich.      | Marquette, Mich.         | Pensacola, Fla.          |
| Barnstable, Mass.    | Dennis, Mass.       | Minneapolis, Minn.       | Plymouth, Mass.          |
| Boston, Mass.        | Denver, Colo.       | New York, N. Y.          | Plattsburg, N. Y.        |
| Bangor, Me.          | Erie, Pa.           | Newburyport, Mass.       | Rochester, N. Y.         |
| Boothbay, Me.        | Ellsworth, Me.      | Newark, N. J. (class 7). | St. Joseph, Mo.          |
| Bridgeport, Conn.    | Evansville, Ind.    | New London, Conn.        | Savannah, Ga.            |
| Bath, Me.            | Eastport, Me.       | New Haven, Conn.         | San Diego, Cal.          |
| Burlington, Vt.      | El Paso, Tex.       | New Orleans, La.         | Suspension Bridge, N. Y. |
| Bonnors Ferry, Idaho | Eagle Pass, Tex.    | Oswego, N. Y.            | Salem, Mass.             |
| (class 7).           | Fall River, Mass.   | Omaha, Nebr.             | San Francisco, Cal.      |
| Buffalo, N. Y.       | Grand Rapids, Mich. | Portland, Me.            | St. Louis, Mo.           |
| Cincinnati, Ohio.    | Gloucester, Mass.   | Philadelphia, Pa.        | St. Paul, Minn.          |
| Cleveland, Ohio.     | Galveston, Tex.     | Portland, Oreg.          | Tampa, Fla.              |
| Chicago, Ill.        | Washington, D. C.   | Port Huron, Mich.        | Toledo, Ohio.            |
| Columbus, Ohio.      | Hartford, Conn.     | Portsmouth, N. H.        | Wilmington, N. C.        |
| Chattanooga, Tenn.   | Harwich, Mass.      | Pembina, N. Dak.         | Wellfleet, Mass.         |
| Castine, Me.         | Indianapolis, Ind.  | Port Townsend, Wash.     |                          |
| Chatham, Mass.       | Key West, Fla.      | Perth Amboy, N. J.       |                          |
| Charleston, S. C.    | Kansas City, Mo.    | Pittsburg, Pa. }         |                          |

Goods in bond arriving at the ports of—

|                    |                   |                    |                      |
|--------------------|-------------------|--------------------|----------------------|
| Albany, N. Y.,     | Memphis, Tenn.,   | Ogdensburg, N. Y., | Sandusky, Ohio.,     |
| Brownsville, Tex., | Mobile, Ala.,     | Peoria, Ill.,      | St. Augustine, Fla., |
| Charleston, S. C., | Nashville, Tenn., | Richmond, Va.,     | Wilmington, Del.,    |
| Dubuque, Iowa.,    |                   |                    |                      |

are stored in the custom-house premises at those ports.

Ports designated by the Secretary of the Treasury under authority of section 3005, Revised Statutes, from which imported merchandise may be forwarded in bond in transit through the United States to the Republic of Mexico.

|                      |                  |                   |                     |
|----------------------|------------------|-------------------|---------------------|
| Baltimore, Md.       | Eagle Pass, Tex. | New York, N. Y.   | San Francisco, Cal. |
| Boston, Mass.        | El Paso, Tex.    | New Orleans, La.  | San Diego, Cal.     |
| Corpus Christi, Tex. | Galveston, Tex.  | Nogales, Ariz.    |                     |
| Detroit, Mich.       | Laredo, Tex.     | Philadelphia, Pa. |                     |



## CONSULATES OF THE UNITED STATES.

## SCHEDULE B.

I.—*Consulates-General.*

|                        |            |                 |                |
|------------------------|------------|-----------------|----------------|
| Apia.                  | Guatemala. | Montreal.       | Santo Domingo. |
| Athens.                | Guayaquil. | Nuevo Laredo.   | Seoul.         |
| Bangkok.               | Habana.    | Ottawa.         | Shanghai.      |
| Berlin.                | Halifax.   | Panama.         | Singapore.     |
| Bogotá.                | Honolulu.  | Paris.          | Tangier.       |
| Cairo.                 | Kanagawa.  | Port-au-Prince. | Teheran.       |
| Calcutta.              | London.    | Rio de Janeiro. | Vienna.        |
| Constantinople.        | Melbourne. | Rome.           |                |
| Dresden.               | Mexico.    | St. Gall.       |                |
| Frankfort-on-the-Main. | Monrovia.  | St. Petersburg. |                |

II.—*Consulates.*

|                  |                    |                              |                       |
|------------------|--------------------|------------------------------|-----------------------|
| Acapulco.        | Clifton.           | Lyons.                       | Quebec.               |
| Aix la Chapelle. | Coaticook.         | Magdeburg.                   | Reichenberg.          |
| Amherstburg.     | Cognac.            | Malaga.                      | Rheims.               |
| Amoy.            | Cologne.           | Malta.                       | Rotterdam.            |
| Amsterdam.       | Colon.             | Managua.                     | St. Etienne.          |
| Annaberg.        | Copenhagen.        | Manchester.                  | St. Helena.           |
| Antigua.         | Cork.              | Manila.                      | St. John, N. B.       |
| Antwerp.         | Crefeld.           | Mannheim.                    | St. John's, Quebec.   |
| Asuncion.        | Demerara.          | Maracaibo.                   | St. Stephen.          |
| Athens.          | Denia.             | Marseilles.                  | St. Thomas.           |
| Auckland.        | Dublin.            | Martinique.                  | San José.             |
| Bahia.           | Dundee.            | Matamoros.                   | San Juan, Porto Rico. |
| Baracoa.         | Dusseldorf.        | Matanzas.                    | San Juan del Norte.   |
| Barbados.        | Fayal.             | Mayence.                     | San Salvador.         |
| Barcelona.       | Florence.          | Merida.                      | Santiago de Cuba.     |
| Barmen.          | Fort Erie.         | Messina.                     | Santos.               |
| Barranquilla.    | Fuchau.            | Milan.                       | Sheffield.            |
| Basle.           | Funchal.           | Montevideo.                  | Sherbrooke.           |
| Beirut.          | Geneva.            | Munich.                      | Sivas.                |
| Belfast.         | Genoa.             | Nagasaki.                    | Smyrna.               |
| Belize.          | Gibraltar.         | Naples.                      | Sonneberg.            |
| Bermuda.         | Glasgow.           | Nassau.                      | Southampton.          |
| Birmingham.      | Gothenberg.        | Newcastle, England.          | Stockholm.            |
| Bordeaux.        | Guadeloupe Island. | Nice.                        | Stratford.            |
| Bradford.        | Guelph.            | Ningpo.                      | Stuttgart.            |
| Bremen.          | Hamburg.           | Nogales.                     | Sydney.               |
| Breslau.         | Hamilton.          | Nottingham.                  | Tamatave.             |
| Bristol.         | Hankow.            | Nuremberg.                   | Tampico.              |
| Brockville.      | Havre.             | Odessa.                      | Tegucigalpa.          |
| Brunswick.       | Hongkong.          | Osaka and Hiogo.             | Three Rivers.         |
| Brussels.        | Horgen.            | Palermo.                     | Tien-Tsin.            |
| Buenos Ayres.    | Huddersfield.      | Para.                        | Toronto.              |
| Cadiz.           | Jerusalem.         | Paso del Norte.              | Trieste.              |
| Callao.          | Kehl.              | Pernambuco.                  | Tunstall.             |
| Canton.          | Kingston, Jamaica. | Pictou.                      | Valparaiso.           |
| Cape Town.       | Kingston, Ontario. | Piedras Negras.              | Veracruz.             |
| Cardiff.         | La Guayra.         | Port Louis.                  | Victoria.             |
| Catania.         | Leeds.             | Port Stanley, F. I.          | Windsor, Ontario.     |
| Ceylon.          | Leghorn.           | Port Stanley and St. Thomas. | Winnipeg.             |
| Charlottetown.   | Leipsic.           | Port Sarnia.                 | Woodstock.            |
| Chatham.         | Leith.             | Prague.                      | Yarmouth.             |
| Chemnitz.        | Liege.             | Prescott.                    | Zurich.               |
| Chin-Kiang.      | Liverpool.         | Puerto Cabello.              |                       |
| Cienfuegos.      | London, Ontario.   |                              |                       |

III.—*Commercial agencies.*

|               |              |              |                  |
|---------------|--------------|--------------|------------------|
| Boma.         | Dunfermline. | Morrisburgh. | Roubaix.         |
| Cardenas.     | Fürth.       | Plauen.      | Sagua la Grande. |
| Castellamare. | Goderich.    | Port Hope.   | Wallaceburgh.    |

## SCHEDULE C.

*Consulates.*

|               |             |               |                       |
|---------------|-------------|---------------|-----------------------|
| Batavia.      | Ghent.      | Sierra Leone. | Venice.               |
| Cape Haytien. | Mozambique. | Stettin.      | Windsor, Nova Scotia. |
| Christiania.  | Nantes.     | Tahiti.       |                       |
| Gaspé Basin.  | Ruatan.     | Turin.        |                       |



## CONSULATES AND COMMERCIAL AGENCIES NOT INCLUDED IN SCHEDULES B OR C.

## I.—Consulates.

|              |                      |                  |                       |
|--------------|----------------------|------------------|-----------------------|
| Aden.        | Cartagena, Colombia. | Hobart.          | Riga.                 |
| Algiers.     | Carthagen, Spain.    | Hull.            | Rio Grande do Sul.    |
| Alicante.    | Cayenne.             | Iquique.         | Rosario.              |
| Antofagasta. | Chihuahua.           | La Paz, Bolivia. | Rouen.                |
| Archangel.   | Colonia.             | La Paz, Mexico.  | St. John's, N. F.     |
| Arica.       | Coquimbo.            | Lisbon.          | St. Martin.           |
| Bagdad.      | Cordoba.             | Madrid.          | Saltillo.             |
| Bathurst.    | Corunna.             | Maskat.          | Santiago, Cape Verde. |
| Batoum.      | Curaçao.             | Mazatlan.        | Talcahuano.           |
| Belgrade.    | Durango.             | Medellin.        | Teneriffe.            |
| Belleville.  | Ensenada.            | Moscow.          | Trinidad, Island.     |
| Bergen.      | Falmouth.            | Niuchwang.       | Tunis.                |
| Berne.       | Gorée Dakar.         | Padang.          | Turks Island.         |
| Bombay.      | Grenoble.            | Paramaribo.      | Tuxpan.               |
| Bucharest.   | Guaymas.             | Plymouth.        | Warsaw.               |
| Budapest.    | Hanover.             | Puerto Plata.    |                       |
| Calais.      | Helsingfors.         |                  |                       |

## II.—Commercial agencies.

|              |                     |                       |                          |
|--------------|---------------------|-----------------------|--------------------------|
| Bamberg.     | Moncton.            | Port Rowan.           | San Juan de los Remedios |
| Collingwood. | Newcastle, N. S. W. | Saigon.               | Sault Ste. Marie.        |
| Freiburg.    | Nouméa.             | St. Bartholomew.      | Stanbridge.              |
| Garrucha.    | Nuevitas.           | St. Christopher.      | Swansea.                 |
| Glauchau.    | Orillia.            | St. Georges.          | Vancouver.               |
| Levuka.      | Palmerston.         | St. Hyacinthe.        | Weimar.                  |
| Limoges.     | Paysandu.           | St. Pierre, Miquelon. |                          |
| Luxemburg.   | Port Antonio.       | Samana.               |                          |

## CONSULATES OF THE UNITED STATES BY COUNTRIES.

|                       |             |                     |                          |
|-----------------------|-------------|---------------------|--------------------------|
| ARGENTINE REPUBLIC.   |             | DOMINICAN REPUBLIC. |                          |
| Buenos Ayres.         | Coquimbo.   | Puerto Plata.       | Mentone.                 |
| Bahia Blanca.         | Iquique.    | Monte Christi.      | Monaco.                  |
| Cordoba.              | Talcahuano. | Samana.             | Nouméa, N. C.            |
| Rosario.              | Coronel.    | Santo Domingo.      | Paris.                   |
|                       | Valparaiso. | Azua.               | Rheims.                  |
|                       | Caldera.    | Macoris.            | Troyes.                  |
|                       |             | San Lorenzo.        | Roubaix.                 |
| AUSTRIA-HUNGARY.      |             |                     | Caudry.                  |
| Budapest, Hungary.    | CHINA.      |                     | Dunkirk.                 |
| Fiume.                | Amoy.       |                     | Lille.                   |
| Prague, Bohemia.      | Takao.      |                     | Rouen.                   |
| Reichenberg, Bohemia. | Canton.     |                     | Dieppe.                  |
| Haida.                | Swatow.     |                     | Saigon, Cochin China.    |
| Trieste, Austria.     | Chin-Kiang. |                     | St. Bartholomew, W. I.   |
| Vienna, Austria.      | Fuchau.     |                     | St. Etienne.             |
| Brunn.                | Hankow.     |                     | St. Pierre, Miquelon.    |
| Innsbruck.            | Niuchwang.  |                     | Tahiti, Society Islands. |
|                       | Ningpo.     |                     | Tunis, Africa.           |
|                       | Shanghai.   |                     |                          |
|                       | Tien-Tsin.  |                     |                          |
|                       | Chefoo.     |                     |                          |
| BELGIUM.              |             |                     |                          |
| Antwerp.              |             |                     |                          |
| Brussels.             |             |                     |                          |
| Charleroi.            |             |                     |                          |
| Ghent.                |             |                     |                          |
| Liege.                |             |                     |                          |
| Verviers.             |             |                     |                          |
| BOLIVIA.              |             |                     |                          |
| La Paz.               |             |                     |                          |
| BRAZIL.               |             |                     |                          |
| Bahia.                |             |                     |                          |
| Aracaju.              |             |                     |                          |
| Para.                 |             |                     |                          |
| Manaos.               |             |                     |                          |
| Maranhão.             |             |                     |                          |
| Pernambuco.           |             |                     |                          |
| Ceara.                |             |                     |                          |
| Maceio.               |             |                     |                          |
| Natal.                |             |                     |                          |
| Rio Grande do Sul.    |             |                     |                          |
| Porto Alegre.         |             |                     |                          |
| Rio de Janeiro.       |             |                     |                          |
| Victoria.             |             |                     |                          |
| Santos.               |             |                     |                          |
| Desterro.             |             |                     |                          |
| CHILE.                |             |                     |                          |
| Antofagasta.          |             |                     |                          |
| Arica.                |             |                     |                          |



*Consulates of the United States by countries—Continued.*

|                              |                         |                          |                        |
|------------------------------|-------------------------|--------------------------|------------------------|
| GERMANY—continued.           | Jaffna.                 | Newcastle.               | St. George.            |
| Hanover.                     | Point de Galle.         | Richibucto.              | St. Johns, N. F.       |
| Kehl.                        | Charlottetown, P. E. I. | Montreal, Quebec.        | St. Johns, Quebec.     |
| Leipsic.                     | Alberton.               | Coteau.                  | Farnham.               |
| Gera.                        | Georgetown.             | Grenville.               | Lacolle.               |
| Magdeburg.                   | Souris.                 | Hemmingford.             | St. Stephen, N. B.     |
| Mannheim.                    | Summerside.             | Hinchinbrook.            | McAdam Junction.       |
| Neustadt.                    | Chatham, Ont.           | Hochelaga and Longueuil. | St. Andrews.           |
| Mayence.                     | Clifton, Ont.           | Huntingdon.              | Stanbridge, Quebec.    |
| Munich.                      | St. Catharines.         | Morrisburgh, Ont.        | Clarenceville.         |
| Augsburg.                    | Coaticook, Quebec.      | Cornwall.                | Frelighsburg.          |
| Nuremberg.                   | Hereford.               | Nassau.                  | Sutton.                |
| Plauen.                      | Lineboro.               | Albert Town.             | Stratford, Ont.        |
| Markneukirchen.              | Potton.                 | Dunmore Town.            | Swansea.               |
| Sonneberg.                   | Stanstead.              | Governors Harbor.        | Sydney, N. S. W.       |
| Coburg.                      | Collingwood, Ont.       | Green Turtle Cay.        | Norfolk Island.        |
| Stettin.                     | Barrie.                 | Mathewtown.              | Three Rivers, Quebec.  |
| Danzig.                      | Lindsay.                | Newcastle, England.      | Arthabaska.            |
| Königsberg.                  | Owen Sound.             | Carlisle.                | Toronto, Ont.          |
| Stuttgart.                   | Parry Sound.            | Old Hartlepool.          | Oshawa.                |
| Weimar.                      | Cork (Queenstown).      | Sunderland.              | Trinidad, W. I.        |
|                              | Waterford.              | Newcastle, N. S. W.      | Grenada.               |
|                              | Demerara, Guiana.       | Brisbane.                | Scarborough.           |
| GREAT BRITAIN AND DOMINIONS. | Dublin, Ireland.        | Townsville.              | Tunstall, England.     |
|                              | Athlone.                | Nottingham, England.     | Turks Island, W. I.    |
|                              | Limerick.               | Derby.                   | Cockburn Harbor.       |
| Aden, Arabia.                | Dundee, Scotland.       | Leicester.               | Salt Cay.              |
| Hodeida.                     | Aberdeen.               | Orillia, Ont.            | Vancouver, B. C.       |
| Amherstburg, Ont.            | Dunfermline, Scotland.  | North Bay, Nipissing.    | Union.                 |
| Antigua, W. I.               | Kirkcaldy.              | Waubauskene.             | Victoria, B. C.        |
| Anguila.                     | Falmouth, England.      | Ottawa, Ont.             | Nanaimo.               |
| Dominica.                    | Scilly Islands.         | Carleton Place.          | Wallaceburgh, Ont.     |
| Montserrat.                  | Fort Erie, Ont.         | Palmerston, Ont.         | Windsor, N. S.         |
| Portsmouth.                  | Gaspé Basin, Quebec.    | Warton.                  | Cornwallis.            |
| Auckland, N. Z.              | Paspebiac.              | Wingham.                 | Kempt.                 |
| Christ Church.               | Gibraltar, Spain.       | Pictou, N. S.            | Parrsboro.             |
| Dunedin.                     | Glasgow, Scotland.      | Antigonish.              | Port Joggins.          |
| Monganui.                    | Greenock.               | Arichat.                 | Windsor, Ont.          |
| Wellington.                  | Troon.                  | Cape Canso.              | Winnipeg, Manitoba.    |
| Barbados, W. I.              | Goderich, Ont.          | Magdalen Islands.        | Deloraine.             |
| St. Lucia.                   | Clinton.                | Port Hawksbury and       | Emerson.               |
| St. Vincent.                 | Guelph, Ont.            | Mulgrave.                | Fort William.          |
| Bathurst, Africa.            | Halifax, N. S.          | Pugwash and Wallace.     | Gretna.                |
| Belfast, Ireland.            | Bridgewater.            | Sydney.                  | Lethbridge.            |
| Ballymena.                   | Liverpool.              | Plymouth, England.       | Rat Portage, Ont.      |
| Londonderry.                 | Lunenburg.              | Dartmouth.               | Woodstock, N. B.       |
| Lurgan.                      | Hamilton, Ont.          | Guernsey.                | Yarmouth, N. S.        |
| Belize, Honduras.            | Galt.                   | Jersey.                  | Annapolis.             |
| Belleville, Ont.             | Paris.                  | Port Antonio, Jamaica.   | Barrington.            |
| Deseronto.                   | Hobart, Tasmania.       | Port Hope, Ont.          | Digby.                 |
| Napanee.                     | Launceston.             | Peterborough.            | Shelburne.             |
| Pictou.                      | Hongkong, China.        | Port Louis, Mauritiu     |                        |
| Trenton.                     | Huddersfield, England.  | Port Rowan, Ont.         | GREECE.                |
| Bermuda (Hamilton).          | Hull, England.          | Port Sarnia, Ont.        | Athens.                |
| Birmingham, England.         | Kingston, Jamaica.      | Port Stanley, F. I.      | Piræus.                |
| Kidderminster.               | Black River.            | Port Stanley and St.     | Syra.                  |
| Redditch.                    | Falmouth.               | Thomas, Ont.             | Volo.                  |
| Wolverhampton.               | Milk River.             | Courtright.              | Patras.                |
| Bombay, India.               | Montego Bay.            | Prescott, Ont.           | Corfu.                 |
| Karachi.                     | Port Maria.             | Quebec.                  | Kalamata.              |
| Bradford, England.           | Port Morant.            | Point Levi.              | Zante.                 |
| Bristol, England.            | Savannah-la-Mar.        | Sault Ste. Marie, Ont.   |                        |
| Gloucester.                  | St. Anns Bay.           | Sheffield, England.      | GUATEMALA.             |
| Brockville, Ont.             | Kingston, Ont.          | Barnsley.                |                        |
| Calcutta, India.             | Gananogue.              | Sherbrooke, Quebec.      | Guatemala.             |
| Akyab.                       | Leeds, England.         | Cookshire.               | Champerico.            |
| Bassein.                     | Leith (Edinburgh).      | Megantic.                | Livingston.            |
| Chitagong.                   | Galashiels.             | Sierra Leone, Africa.    | Ocos.                  |
| Madras.                      | Levuka, Fiji Islands.   | Singapore, S. S.         | San José de Guatemala. |
| Moulmein.                    | Liverpool, England.     | Penang.                  |                        |
| Rangoon.                     | Holyhead.               | Southampton, England.    | HAITI.                 |
| Cape Town, Africa.           | St. Helens.             | Portsmouth.              |                        |
| Bloemfontein.                | London, England.        | Weymouth.                | Cape Haitien.          |
| Durban.                      | Dover.                  | St. Christopher, W. I.   | Gonaives.              |
| East London.                 | London, Ont.            | Nevis.                   | Port de Paix.          |
| Johannesberg.                | Malta (Island).         | St. Georges, Bermuda.    | Port-au-Prince.        |
| Kimberley.                   | Manchester, England.    | St. Helena (Island).     | Aux Cayes.             |
| Port Elizabeth.              | Melbourne, Australia.   | St. Hyacinthe, Quebec.   | Jacmel.                |
| Simonstown.                  | Adelaide.               | Sorel.                   | Jeremie.               |
| Cardiff, Wales.              | Albany.                 | Waterloo.                | Miragoane.             |
| Llanelly.                    | Freemantle.             | St. John, N. B.          | Petit Goâve.           |
| Milford Haven.               | Moncton, N. B.          | Campobello Island.       | St. Marc.              |
| Newport.                     | Bathurst.               | Fredericton.             |                        |
| Ceylon, India.               | Campbellton.            | Grand Manan.             |                        |



*Consulates of the United States by countries—Continued.*

| HAWAIIAN ISLANDS.       | MEXICO.                | PERSIA.                  |                            |
|-------------------------|------------------------|--------------------------|----------------------------|
| Honolulu.               | Acapulco.              | Teheran.                 | Palma Majorca.             |
| Hilo.                   | San Benito.            | Bushire.                 | Port Mahon.                |
| Kahului.                | Tehuantepec and Salina |                          | San Feliu de Guixols.      |
| Mahukona.               | Cruz.                  |                          | San Sebastian.             |
|                         | Chihuahua.             | PERU.                    | Santander.                 |
| HONDURAS.               | Parral.                | Callao.                  | Tarragona.                 |
| Ruatan.                 | Durango.               | Chiclayo.                | Torre Vieja.               |
| Bonacca.                | Toreon.                | Mollendo.                | Cadiz.                     |
| Utila.                  | Ensenada.              | Paita.                   | Algeciras.                 |
| Tegucigalpa.            | Guaymas.               | Piura.                   | Huelva.                    |
| Amapala.                | La Paz.                | Truxillo.                | Jeres de la Frontera.      |
| Ceiba.                  | Magdalena Bay.         | Tumbez.                  | Port St. Marys.            |
| Macaome.                | San José and Cape St.  |                          | Seville.                   |
| Puerto Cortez.          | Lucas.                 | PORTUGAL AND DOMINIONS   | Cardenas, Cuba.            |
| San Juancito.           | Matamoros.             |                          | Carthagena.                |
| San Pedro Sula.         | Camargo.               | Fayal, Azores.           | Cienfuegos, Cuba.          |
| Truxillo.               | Mier.                  | Flores.                  | Trinidad de Cuba.          |
| Yuscaran.               | Santa Cruz Point.      | Graciosa.                | Zaza.                      |
|                         | Mazatlan.              | St. Michaels.            | Corunna.                   |
|                         | Merida.                | San Jorge.               | Carril.                    |
| ITALY.                  | Campeachy.             | Terceira.                | Corcubion.                 |
| Castellamare di Stabia. | Laguna de Terminos.    | Funchal, Madeira.        | Ferrol.                    |
| Sorrento.               | Progreso.              | Lisbon.                  | Vigo.                      |
| Catania.                | Mexico.                | Faro.                    | Vivero.                    |
| Florence.               | Guanajuato.            | Loanda, Africa.          | Denia.                     |
| Bologna.                | Zacatecas.             | Oporto.                  | Garrucha.                  |
| Genoa.                  | Nogales.               | Setubal.                 | Habana, Cuba.              |
| San Remo.               | Nuevo Laredo.          | Mozambique, Africa.      | Madrid.                    |
| Leghorn.                | Garita Gonzales.       | Beira.                   | Malaga.                    |
| Carrara.                | Monterey.              | Lourenco Marquez.        | Almeria Malaga.            |
| Messina.                | Victoria.              | Santiago, C. V. Islands. | Granada.                   |
| Gioja.                  | Paso del Norte.        | Brava.                   | Port of Marbella.          |
| Milazzo.                | Piedras Negras.        | Fogo.                    | Manila, Philippine Isl'ds. |
| Milan.                  | Ciudad Porfirio Diaz.  | St. Vincent.             | Cebu.                      |
| Naples.                 | Sierra Mojada.         |                          | Iloilo.                    |
| Bari.                   | Saltillo.              | ROUMANIA.                | Matanzas, Cuba.            |
| Rodi.                   | Tampico.               |                          | Nuevitas.                  |
| Palermo.                | San Luis Potosi.       | Bucharest.               | Gibara.                    |
| Carini.                 | Tuxpan.                |                          | Sagua la Grande, Cuba.     |
| Girgenti.               | Veracruz.              | RUSSIA.                  | San Juan, P. R.            |
| Licata.                 | Coatzacoalcas.         | Archangel.               | Aguadilla.                 |
| Trapani.                | Frontera.              | Batoum.                  | Arecibo.                   |
| Rome.                   | MOROCCO.               | Helsingfors.             | Fajardo.                   |
| Ancona.                 | Tangier.               | Abo.                     | Guayama.                   |
| Cagliari.               | Casa Blanca.           | Wiborg.                  | Mayaguez.                  |
| Civita Vecchia.         | Laraiche.              | Moscow.                  | Naguabo.                   |
| Turin.                  | Mazagan.               | Odessa.                  | Ponce.                     |
| Venice.                 | Mogador.               | Rostoff and Taganrog.    | Viequez.                   |
| JAPAN.                  | Rabat.                 | Riga.                    | San Juan de los Reme-      |
| Kanagawa.               | Saffi.                 | St. Petersburg.          | dios, Cuba.                |
| Nagasaki.               | Tetuan.                | Cronstadt.               | Santiago de Cuba.          |
| Osaka and Hiogo (Kobé). | NETHERLANDS AND        | Libau.                   | Guantanamo.                |
|                         | DOMINIONS.             | Revel.                   | Manzanillo.                |
|                         |                        | Warsaw.                  | Santa Cruz                 |
|                         |                        | SALVADOR.                | Teneriffe, Canary Isl'ds.  |
| KONGO FREE STATE.       | Amsterdam.             | San Salvador.            | Grand Canary.              |
| Boma.                   | Batavia, Java.         | Acajutla.                | Lanzarote.                 |
| KOREA.                  | Macassar, Celebes.     | La Libertad.             | Orotava.                   |
| Seoul.                  | Samarang.              | La Union.                | SWEDEN AND NORWAY.         |
|                         | Serabaya.              | Santa Ana.               | Bergen, Norway.            |
| LIBERIA.                | Curaçao, W. I.         | SAMOA.                   | Drontheim.                 |
| Monrovia.               | Buen Ayre.             | Apia.                    | Stavanger.                 |
| Cape Coast Castle.      | Padang, Sumatra.       | Pagopago.                | Christiania, Norway.       |
|                         | Paramaribo, Guiana.    | SERVIA.                  | Arendal.                   |
|                         | Rotterdam.             |                          | Christiansand.             |
| LUXEMBURG.              | Flushing.              |                          | Gothenberg, Sweden.        |
|                         | Schiedam.              |                          | Helsingborg.               |
|                         | St. Martin, W. I.      |                          | Malmo.                     |
|                         | St. Eustatius.         | Belgrade.                | Stockholm, Sweden.         |
| Luxemburg.              | NICARAGUA.             | SIAM.                    | SWITZERLAND.               |
| MADAGASCAR.             | Managua.               | Bangkok.                 | Basle.                     |
| Tamatave.               | Corinto.               |                          | Chauxdefonds.              |
| Andakabe.               | San Juan del Sur.      | SPAIN AND DOMINIONS.     | Berne.                     |
| Majonga.                | San Juan del Norte.    | Alicante.                | Geneva.                    |
| MASKAT.                 | Bluefields.            | Baracoa, Cuba.           | Vevey.                     |
|                         | PARAGUAY.              | Barcelona.               | Horgen.                    |
| Maskat.                 | Asuncion.              | Bilbao.                  | Lucerne.                   |
|                         |                        | Gijon.                   | St. Gall.                  |
|                         |                        | Grao.                    | Zurich.                    |
|                         |                        |                          | Aarau.                     |
|                         |                        |                          | Winterthur.                |



*Consulates of the United States by countries—Continued.*

|                       |                   |                |                 |
|-----------------------|-------------------|----------------|-----------------|
| TURKEY AND DOMINIONS. | Keneh.            | Smyrna.        | Barcelona.      |
|                       | Luxor.            | Candia, Crete. | Caracas.        |
| Bagdad.               | Mansourah.        | Mytilene.      | Carupano.       |
| Beirut, Syria.        | Port Said.        |                | Ciudad Bolivar. |
| Aleppo.               | Sohag and Akhmin. | URUGUAY.       | Cumana.         |
| Alexandretta.         | Suez.             |                | Maracaibo.      |
| Damascus.             | Constantinople.   | Colonia.       | Coro.           |
| Haifa.                | Dardanelles.      | Montevideo.    | San Cristobal.  |
| Mersine.              | Salonica.         | Paysandu.      | Tovar.          |
| Cairo, Egypt.         | Jerusalem, Syria. |                | Valera.         |
| Alexandria.           | Yafa.             | VENEZUELA.     | Puerto Cabello. |
| Assioot.              | Sivas.            |                | Valencia.       |
| Assouan.              | Samsoun.          |                |                 |
| Beni-Souef.           | Trebizonde.       | La Guayra.     |                 |

## TABLE OF LAWS INCLUDED IN THIS COMPILATION.

The following table gives the sections of the Revised Statutes and acts subsequent to but not in terms amending or repealing the Revised Statutes, together with the date of enactment and amendment, and the paragraph and page of this compilation on which those provisions of law may be found:

| Section Re-vised Stat-utes. | Para-graph of this com-pila-tion. | Page of this com-pila-tion. | Enacted—       | Amended— | Section Re-vised Stat-utes. | Para-graph of this com-pila-tion. | Page of this com-pila-tion. | Enacted—      | Amended—      |
|-----------------------------|-----------------------------------|-----------------------------|----------------|----------|-----------------------------|-----------------------------------|-----------------------------|---------------|---------------|
| 3                           | 1                                 | 13                          | July 13, 1866  |          | 1581                        | 341                               | 341                         | July 18, 1861 | May 3, 1880   |
| 431                         | 317                               | 316                         | June 21, 1866  |          |                             |                                   |                             | July 14, 1862 |               |
| 432                         | 317                               | 316                         | .....do .....  |          | 1707                        | 225                               | 196                         | Apr. 14, 1792 |               |
| 435                         | 319                               | 317                         | Sept. 28, 1850 |          | 1708                        | 225                               | 196                         | Aug. 18, 1856 |               |
| 728                         | 97                                | 82                          | Aug. 8, 1846   |          | 1718                        | 225                               | 196                         | .....do ..... | June 26, 1884 |
|                             |                                   |                             | June 23, 1874  |          | 1719                        | 225                               | 197                         | .....do ..... |               |
| 730                         | 345                               | 347                         | Apr. 30, 1790  |          | 1720                        | 225                               | 197                         | Aug. 5, 1861  |               |
|                             |                                   |                             | Apr. 20, 1818  |          | 1721                        | 225                               | 197                         | June 20, 1864 |               |
|                             |                                   |                             | May 15, 1820   |          | 1954                        | 257                               | 217                         | July 27, 1868 |               |
|                             |                                   |                             | Mar. 3, 1825   |          | 1955                        | 258                               | 217                         | .....do ..... | May 17, 1884  |
|                             |                                   |                             | Mar. 3, 1847   |          | 1956                        | 263                               | 224                         | .....do ..... | Mar. 2, 1889  |
| 734                         | 343                               | 343                         | Sept. 24, 1789 |          | 1957                        | 259                               | 218                         | .....do ..... |               |
|                             |                                   |                             | July 13, 1861  |          |                             |                                   |                             | July 1, 1870  |               |
|                             |                                   |                             | Aug. 6, 1861   |          | 1958                        | 259                               | 218                         | July 27, 1868 |               |
|                             |                                   |                             | June 30, 1864  |          | 1959                        | 260                               | 219                         | Mar. 3, 1869  |               |
| 851                         | 98                                | 83                          | Feb. 26, 1853  |          | 1960                        | 263                               | 224                         | July 1, 1870  | Mar. 24, 1874 |
| 923                         | 343                               | 343                         | Aug. 4, 1790   |          | 1961                        | 263                               | 225                         | July 1, 1870  |               |
|                             |                                   |                             | Dec. 31, 1792  |          | 1963                        | 263                               | 225                         | July 1, 1870  |               |
|                             |                                   |                             | Feb. 18, 1793  |          | 1964                        | 263                               | 225                         | .... do ..... |               |
|                             |                                   |                             | Mar. 2, 1799   |          | 1965                        | 263                               | 225                         | .....do ..... |               |
| 939                         | 343                               | 343                         | Aug. 4, 1790   |          | 1966                        | 263                               | 225                         | .....do ..... |               |
|                             |                                   |                             | Dec. 31, 1792  |          | 1967                        | 263                               | 226                         | .....do ..... |               |
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|                             |                                   |                             | Mar. 2, 1799   |          | 1969                        | 263                               | 226                         | .....do ..... |               |
| 940                         | 343                               | 344                         | Aug. 4, 1790   |          | 1970                        | 263                               | 226                         | .....do ..... |               |
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|                             |                                   |                             | Mar. 2, 1799   |          |                             |                                   |                             | July 31, 1876 |               |
|                             |                                   |                             | Apr. 5, 1832   |          | 1974                        | 376                               | 394                         | Mar. 5, 1872  |               |
| 970                         | 343                               | 344                         | Mar. 2, 1799   |          |                             |                                   |                             | Mar. 3, 1875  |               |
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| 1580                        | 341                               | 341                         | July 18, 1861  |          |                             |                                   |                             |               |               |
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| 4081                                      | 97                                                  | 82                                        | .....do .....  |               | 4176                                      | 23                                                  | 30                                        | .....do ..... | Do            |
| 4131                                      | 2                                                   | 13                                        | Dec. 31, 1792  |               | 4177                                      | 10                                                  | 17                                        | July 28, 1866 | July 5, 1884  |
| 4131                                      | 34                                                  | 35                                        | .....do .....  | May 10, 1892  | 4178                                      | 11                                                  | 17                                        | Dec. 31, 1792 | June 19, 1886 |
| 4131                                      | 53                                                  | 47                                        | .....do .....  | June 26, 1884 |                                           |                                                     |                                           | June 23, 1874 | June 26, 1884 |
| 4131                                      | 54                                                  | 47                                        | .....do .....  | Apr. 17, 1874 | 4179                                      | 12                                                  | 18                                        | May 5, 1864   | Feb. 21, 1891 |
| 4132                                      | 3                                                   | 13                                        | .....do .....  |               | 4180                                      | 50                                                  | 43                                        | Dec. 31, 1792 | Mar. 2, 1881  |
| 4133                                      | 4                                                   | 14                                        | .....do .....  |               | 4181                                      | 50                                                  | 43                                        | .....do ..... | July 5, 1884  |
| 4134                                      | 4                                                   | 14                                        | Mar. 27, 1804  |               | 4182                                      | 50                                                  | 43                                        | .....do ..... | Do            |
| 4135                                      | 4                                                   | 14                                        | Feb. 10, 1866  |               | 4183                                      | 50                                                  | 44                                        | .....do ..... |               |
| 4136                                      | 3                                                   | 13                                        | Dec. 23, 1852  | July 5, 1884  | 4184                                      | 50                                                  | 44                                        | .....do ..... |               |
|                                           |                                                     |                                           | July 23, 1866  |               | 4187                                      | 51                                                  | 44                                        | .....do ..... |               |
| 4137                                      | 25                                                  | 31                                        | Mar. 3, 1825   |               | 4188                                      | 51                                                  | 44                                        | .....do ..... |               |
| 4138                                      | 25                                                  | 31                                        | .....do .....  |               | 4189                                      | 51                                                  | 45                                        | July 18, 1866 |               |
| 4139                                      | 25                                                  | 31                                        | .....do .....  |               | 4190                                      | 51                                                  | 45                                        | Mar. 26, 1810 |               |
| 4141                                      | 22                                                  | 28                                        | Dec. 31, 1792  |               | 4191                                      | 51                                                  | 45                                        | Mar. 2, 1803  |               |
| 4142                                      | 15                                                  | 19                                        | .....do .....  |               | 4192                                      | 29                                                  | 33                                        | July 29, 1850 |               |
|                                           |                                                     |                                           | July 29, 1850  |               | 4193                                      | 29                                                  | 33                                        | Mar. 3, 1865  | June 19, 1886 |
| 4143                                      | 15                                                  | 20                                        | Dec. 31, 1792  |               | 4194                                      | 29                                                  | 33                                        | July 29, 1850 | Do            |
| 4144                                      | 16                                                  | 20                                        | .....do .....  |               | 4195                                      | 29                                                  | 34                                        | .....do ..... |               |
| 4146                                      | 24                                                  | 31                                        | .....do .....  | Jan. 16, 1895 | 4196                                      | 29                                                  | 34                                        | .....do ..... |               |
| 4147                                      | 14                                                  | 19                                        | .....do .....  |               | 4197                                      | 149                                                 | 135                                       | Mar. 2, 1799  |               |
| 4148                                      | 17                                                  | 20                                        | .....do .....  |               | 4198                                      | 150                                                 | 135                                       | .....do ..... |               |
|                                           |                                                     |                                           | May 6, 1864    |               |                                           |                                                     |                                           |               |               |



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| 4199                        | 151                               | 136                         | Mar. 2, 1799                                                                                                                                                       |                                                                                     | 4241                        | 293                               | 269                         | Feb. 23, 1847                                   |                                |
| 4200                        | 151                               | 136                         | Feb. 10, 1820                                                                                                                                                      |                                                                                     | 4250                        | 62                                | 50                          | Apr. 9, 1872<br>Feb. 18, 1875                   |                                |
| 4201                        | 152                               | 137                         | Mar. 2, 1799                                                                                                                                                       |                                                                                     | 4251                        | 82                                | 66                          | July 20, 1846                                   | Feb. 18, 1875                  |
| 4202                        | 153                               | 137                         | .....do .....                                                                                                                                                      |                                                                                     | 4278                        | 130                               | 120                         | July 3, 1866                                    |                                |
| 4204                        | 154                               | 137                         | July 4, 1864                                                                                                                                                       |                                                                                     | 4279                        | 130                               | 120                         | .....do .....                                   |                                |
| 4205                        | 155                               | 137                         | Mar. 3, 1833                                                                                                                                                       |                                                                                     | 4280                        | 130                               | 121                         | .....do .....                                   |                                |
| 4206                        | 156                               | 137                         | Mar. 3, 1797<br>Mar. 2, 1799                                                                                                                                       |                                                                                     | 4281                        | 105                               | 92                          | Feb. 28, 1871                                   |                                |
| 4207                        | 156                               | 138                         | Aug. 18, 1856                                                                                                                                                      |                                                                                     | 4282                        | 105                               | 92                          | Mar. 3, 1851                                    |                                |
| 4208                        | 195                               | 173                         | Mar. 3, 1817                                                                                                                                                       |                                                                                     | 4283                        | 105                               | 92                          | .....do .....                                   |                                |
| 4209                        | 159                               | 139                         | .....do .....                                                                                                                                                      |                                                                                     | 4284                        | 105                               | 93                          | .....do .....                                   |                                |
| 4210                        | 159                               | 140                         | .....do .....                                                                                                                                                      |                                                                                     |                             |                                   |                             | Feb. 27, 1877                                   |                                |
| 4211                        | 159                               | 140                         | .....do .....                                                                                                                                                      |                                                                                     | 4285                        | 105                               | 93                          | Mar. 3, 1851                                    |                                |
|                             |                                   |                             | Aug. 23, 1842                                                                                                                                                      |                                                                                     | 4286                        | 105                               | 93                          | .....do .....                                   |                                |
| 4213                        | 159                               | 140                         | Aug. 18, 1856                                                                                                                                                      | June 26, 1884                                                                       | 4287                        | 105                               | 93                          | .....do .....                                   |                                |
| 4214                        | 9                                 | 16                          | Aug. 7, 1848<br>June 29, 1870                                                                                                                                      | Mar. 3, 1883<br>Jan. 16, 1895                                                       | 4288                        | 105                               | 93                          | .....do .....                                   | June 26, 1884<br>June 19, 1886 |
| 4215                        | 9                                 | 17                          | Aug. 7, 1848                                                                                                                                                       |                                                                                     | 4289                        | 105                               | 94                          | .....do .....                                   | Do.                            |
| 4216                        | 9                                 | 17                          | June 29, 1870                                                                                                                                                      |                                                                                     | 4290                        | 100                               | 85                          | June 7, 1872                                    |                                |
| 4217                        | 9                                 | 16                          | .....do .....                                                                                                                                                      |                                                                                     | 4291                        | 100                               | 86                          | .....do .....                                   |                                |
| 4218                        | 9                                 | 17                          | .....do .....                                                                                                                                                      |                                                                                     | 4292                        | 100                               | 86                          | .....do .....                                   |                                |
| 4219                        | 136                               | 126                         | July 20, 1790<br>Apr. 27, 1816<br>Jan. 14, 1817<br>Mar. 1, 1817<br>Mar. 3, 1817<br>May 31, 1830<br>July 14, 1862<br>June 28, 1864<br>Mar. 3, 1865<br>Feb. 27, 1877 | June 26, 1884<br>June 19, 1886<br><br><br><br><br><br><br><br><br><br>June 19, 1886 | 4293                        | 363                               | 354                         | Mar. 3, 1819<br>Jan. 30, 1823                   |                                |
|                             |                                   |                             |                                                                                                                                                                    |                                                                                     | 4294                        | 363                               | 354                         | Mar. 3, 1819<br>Jan. 30, 1823                   |                                |
|                             |                                   |                             |                                                                                                                                                                    |                                                                                     | 4295                        | 363                               | 354                         | Mar. 3, 1819<br>Jan. 30, 1823                   |                                |
|                             |                                   |                             |                                                                                                                                                                    |                                                                                     | 4296                        | 363                               | 354                         | Mar. 3, 1819<br>Jan. 30, 1823<br>Aug. 6, 1861   |                                |
| 4219                        | 137                               | 126                         | .....do .....                                                                                                                                                      | Apr. 4, 1888                                                                        | 4297                        | 363                               | 355                         | Aug. 5, 1861                                    |                                |
| 4219                        | 139                               | 128                         | .....do .....                                                                                                                                                      |                                                                                     | 4298                        | 363                               | 355                         | .....do .....                                   |                                |
| 4220                        | 137                               | 127                         | July 14, 1870<br>Apr. 18, 1874                                                                                                                                     |                                                                                     | 4299                        | 363                               | 355                         | .....do .....                                   |                                |
| 4221                        | 137                               | 127                         | Mar. 3, 1869                                                                                                                                                       |                                                                                     | 4300                        | 344                               | 345                         | June 11, 1864                                   |                                |
| 4222                        | 141                               | 129                         | July 20, 1868                                                                                                                                                      |                                                                                     | 4301                        | 344                               | 345                         | .....do .....                                   |                                |
| 4225                        | 140                               | 129                         | Mar. 27, 1804                                                                                                                                                      |                                                                                     | 4302                        | 344                               | 345                         | .....do .....                                   |                                |
| 4226                        | 140                               | 129                         | Mar. 3, 1805                                                                                                                                                       |                                                                                     | 4303                        | 344                               | 345                         | .....do .....                                   |                                |
| 4226                        | 158                               | 139                         | .....do .....                                                                                                                                                      |                                                                                     | 4304                        | 344                               | 346                         | .....do .....                                   |                                |
| 4227                        | 136                               | 126                         | Apr. 27, 1816<br>Jan. 14, 1817                                                                                                                                     |                                                                                     | 4305                        | 344                               | 346                         | Dec. 31, 1792                                   |                                |
| 4228                        | 138                               | 127                         | May 24, 1828<br>May 31, 1830<br>July 13, 1832                                                                                                                      |                                                                                     | 4306                        | 160                               | 140                         | June 1, 1796<br>Feb. 12, 1831                   |                                |
| 4229                        | 138                               | 128                         | May 24, 1828                                                                                                                                                       |                                                                                     | 4307                        | 160                               | 140                         | June 1, 1796                                    |                                |
| 4230                        | 138                               | 128                         | .....do .....                                                                                                                                                      |                                                                                     | 4308                        | 160                               | 141                         | Mar. 2, 1803                                    |                                |
| 4231                        | 138                               | 128                         | Mar. 1, 1869                                                                                                                                                       |                                                                                     | 4309                        | 160                               | 141                         | Feb. 28, 1803                                   |                                |
| 4232                        | 137                               | 127                         | May 28, 1864                                                                                                                                                       |                                                                                     | 4310                        | 160                               | 141                         | .....do .....                                   |                                |
| 4233                        | 310                               | 304                         | Apr. 29, 1864                                                                                                                                                      | June 19, 1886<br>Mar. 3, 1893                                                       | 4311                        | 6                                 | 15                          | Feb. 18, 1793                                   |                                |
| 4234                        | 310                               | 307                         | Feb. 28, 1871                                                                                                                                                      | Feb. 19, 1895                                                                       | 4312                        | 36                                | 37                          | .....do .....                                   |                                |
| 4235                        | 135                               | 124                         | Aug. 7, 1789                                                                                                                                                       |                                                                                     | 4313                        | 43                                | 40                          | Mar. 3, 1825                                    |                                |
| 4236                        | 135                               | 124                         | Mar. 2, 1837                                                                                                                                                       |                                                                                     | 4314                        | 43                                | 40                          | .....do .....                                   |                                |
| 4237                        | 135                               | 124                         | July 13, 1866                                                                                                                                                      |                                                                                     | 4315                        | 43                                | 40                          | .....do .....                                   |                                |
| 4238                        | 292                               | 268                         | Apr. 14, 1792                                                                                                                                                      |                                                                                     | 4316                        | 6                                 | 15                          | Mar. 12, 1812                                   |                                |
| 4239                        | 293                               | 269                         | Mar. 3, 1825                                                                                                                                                       |                                                                                     | 4317                        | 6                                 | 15                          | .....do .....                                   |                                |
| 4240                        | 293                               | 269                         | .....do .....                                                                                                                                                      |                                                                                     | 4318                        | 6                                 | 15                          | June 17, 1864                                   | Feb. 27, 1877                  |
|                             |                                   |                             |                                                                                                                                                                    |                                                                                     | 4319                        | 39                                | 38                          | Feb. 18, 1793<br>July 29, 1850<br>Feb. 27, 1877 | Jan. 16, 1895                  |



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| 4320                                      | 37                                                  | 37                                        | Feb. 18, 1793<br>Feb. 27, 1877                                 | Jan. 16, 1895                                  | 4361                                           | 250                                                 | 213                                       | Feb. 18, 1793                  |                              |
| 4321                                      | 40                                                  | 38                                        | Feb. 18, 1793<br>May 24, 1828                                  | Do.                                            | 4362                                           | 194                                                 | 172                                       | .....do .....                  |                              |
| 4322                                      | 35                                                  | 37                                        | Feb. 18, 1793                                                  |                                                | 4363                                           | 194                                                 | 172                                       | .....do .....                  |                              |
| 4323                                      | 35                                                  | 37                                        | .....do .....                                                  | July 5, 1884<br>Jan. 16, 1895                  | 4364                                           | 157                                                 | 138                                       | .....do .....                  |                              |
| 4324                                      | 41                                                  | 39                                        | .....do .....                                                  |                                                | 4365                                           | 157                                                 | 138                                       | .....do .....                  |                              |
| 4325                                      | 42                                                  | 39                                        | .....do .....                                                  |                                                | 4366                                           | 251                                                 | 213                                       | .....do .....                  |                              |
| 4326                                      | 42                                                  | 40                                        | .....do .....                                                  |                                                | 4367                                           | 253                                                 | 214                                       | .....do .....                  |                              |
| 4327                                      | 42                                                  | 40                                        | .....do .....                                                  |                                                | 4368                                           | 253                                                 | 214                                       | .....do .....                  |                              |
|                                           |                                                     |                                           | July 18, 1866                                                  |                                                | 4369                                           | 253                                                 | 215                                       | .....do .....                  |                              |
| 4328                                      | 47                                                  | 41                                        | Feb. 28, 1865                                                  | Apr. 17, 1874<br>Jan. 16, 1895                 | 4370                                           | 254                                                 | 215                                       | July 18, 1866<br>Feb. 23, 1867 |                              |
| 4329                                      | 44                                                  | 40                                        | Mar. 2, 1797                                                   | July 5, 1884                                   | 4371                                           | 255                                                 | 215                                       | Feb. 18, 1793                  | June 19, 1886                |
| 4330                                      | 235                                                 | 203                                       | July 18, 1866                                                  |                                                | 4372                                           | 255                                                 | 216                                       | .....do .....                  |                              |
| 4331                                      | 7                                                   | 15                                        | Feb. 18, 1793<br>May 6, 1864                                   |                                                | 4373                                           | 52                                                  | 45                                        | .....do .....                  |                              |
| 4332                                      | 46                                                  | 41                                        | Feb. 18, 1793                                                  |                                                | 4374                                           | 52                                                  | 45                                        | .....do .....                  |                              |
| 4333                                      | 40                                                  | 39                                        | .....do .....                                                  | July 5, 1884                                   | 4375                                           | 52                                                  | 46                                        | .....do .....                  |                              |
| 4335                                      | 45                                                  | 41                                        | .....do .....                                                  |                                                | 4376                                           | 52                                                  | 46                                        | .....do .....                  |                              |
| 4336                                      | 49                                                  | 42                                        | .....do .....                                                  |                                                | 4377                                           | 255                                                 | 216                                       | .....do .....                  |                              |
| 4337                                      | 157                                                 | 138                                       | .....do .....                                                  |                                                |                                                |                                                     |                                           | Apr. 2, 1836                   |                              |
| 4338                                      | 157                                                 | 138                                       | .....do .....                                                  |                                                | 4378                                           | 256                                                 | 216                                       | Feb. 18, 1793                  |                              |
| 4339                                      | 5                                                   | 14                                        | Apr. 4, 1840                                                   |                                                | 4379                                           | 256                                                 | 216                                       | .....do .....                  |                              |
| 4340                                      | 48                                                  | 42                                        | Feb. 25, 1865                                                  |                                                | 4380                                           | 256                                                 | 216                                       | .....do .....                  |                              |
| 4341                                      | 48                                                  | 42                                        | Feb. 28, 1867                                                  |                                                | 4384                                           | 38                                                  | 38                                        | July 18, 1866                  |                              |
| 4342                                      | 48                                                  | 42                                        | Mar. 3, 1849                                                   |                                                | 4385                                           | 8                                                   | 16                                        | Feb. 18, 1793                  | Apr. 18, 1874                |
| 4343                                      | 48                                                  | 42                                        | .....do .....                                                  |                                                | 4386                                           | 301                                                 | 279                                       | Mar. 3, 1873                   |                              |
| 4344                                      | 48                                                  | 42                                        | Feb. 11, 1830                                                  |                                                | 4387                                           | 301                                                 | 279                                       | .....do .....                  |                              |
| 4345                                      | 48                                                  | 42                                        | Jan. 26, 1848<br>Aug. 31, 1852                                 |                                                | 4388                                           | 301                                                 | 279                                       | .....do .....                  |                              |
| 4346                                      | 48                                                  | 42                                        | Feb. 11, 1830                                                  |                                                | 4389                                           | 301                                                 | 279                                       | .....do .....                  |                              |
| 4347                                      | 252                                                 | 214                                       | Mar. 1, 1817<br>Mar. 3, 1873<br>Feb. 18, 1875<br>Feb. 27, 1877 | Mar. 3, 1883<br>June 19, 1886<br>Feb. 15, 1893 | 4390                                           | 301                                                 | 279                                       | .....do .....                  |                              |
| 4348                                      | 243                                                 | 208                                       | Mar. 2, 1819<br>May 7, 1822                                    |                                                |                                                |                                                     |                                           | Feb. 27, 1877                  |                              |
| 4349                                      | 244                                                 | 208                                       | Feb. 18, 1793<br>Mar. 2, 1819                                  |                                                | 4391                                           | 78                                                  | 60                                        | June 19, 1813<br>Mar. 3, 1865  |                              |
| 4350                                      | 244                                                 | 209                                       | Feb. 18, 1793<br>July 12, 1876                                 |                                                | 4392                                           | 78                                                  | 60                                        | June 19, 1813                  |                              |
| 4351                                      | 245                                                 | 209                                       | Feb. 18, 1793<br>July 12, 1876                                 |                                                | 4393                                           | 78                                                  | 60                                        | .....do .....                  |                              |
| 4352                                      | 245                                                 | 210                                       | Feb. 18, 1793                                                  |                                                | 4394                                           | 78                                                  | 61                                        | .....do .....                  |                              |
| 4353                                      | 246                                                 | 210                                       | .....do .....                                                  |                                                | 4399                                           | 107                                                 | 96                                        | Feb. 28, 1871                  |                              |
|                                           |                                                     |                                           | July 12, 1876                                                  |                                                | 4400                                           | 107                                                 | 96                                        | .....do .....                  | Aug. 7, 1882<br>Mar. 1, 1895 |
| 4354                                      | 246                                                 | 211                                       | Feb. 18, 1793<br>July 12, 1876                                 |                                                | 4401                                           | 107                                                 | 96                                        | .....do .....                  |                              |
| 4355                                      | 247                                                 | 211                                       | Feb. 18, 1793<br>Mar. 2, 1819<br>July 12, 1876                 |                                                | 4401                                           | 135                                                 | 125                                       | .....do .....                  |                              |
| 4356                                      | 247                                                 | 212                                       | Feb. 18, 1793<br>July 12, 1876                                 |                                                | 4402                                           | 370                                                 | 375                                       | .....do .....                  |                              |
| 4357                                      | 249                                                 | 213                                       | Mar. 2, 1795                                                   |                                                | 4403                                           | 370                                                 | 375                                       | .....do .....                  |                              |
| 4358                                      | 257                                                 | 217                                       | July 27, 1868                                                  |                                                | 4404                                           | 370                                                 | 375                                       | .....do .....                  |                              |
| 4359                                      | 249                                                 | 212                                       | Feb. 18, 1793<br>Mar. 2, 1819                                  |                                                | 4405                                           | 370                                                 | 375                                       | .....do .....                  |                              |
| 4360                                      | 249                                                 | 213                                       | Feb. 18, 1793<br>Feb. 18, 1875                                 |                                                | 4406                                           | 121                                                 | 112                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4407                                           | 121                                                 | 112                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4408                                           | 370                                                 | 375                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4409                                           | 370                                                 | 376                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                |                                                |                                                     |                                           | Feb. 27, 1877                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4410                                           | 370                                                 | 376                                       | Feb. 28, 1871                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4411                                           | 370                                                 | 376                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4412                                           | 310                                                 | 307                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4413                                           | 310                                                 | 307                                       | .....do .....                  |                              |
|                                           |                                                     |                                           |                                                                |                                                | 4414                                           | 370                                                 | 376                                       | .....do .....                  | Mar. 1, 1895                 |
|                                           |                                                     |                                           |                                                                |                                                | 4415                                           | 370                                                 | 378                                       | .....do .....                  |                              |
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| 4416                        | 370                               | 378                         | Feb. 28, 1871<br>Feb. 27, 1877                  |                                | 4461                        | 370                               | 379                         | Feb. 28, 1871                  | June 19, 1886                  |
| 4417                        | 109                               | 99                          | Feb. 28, 1871<br>Feb. 27, 1877                  |                                | 4462                        | 370                               | 379                         | .....do .....                  |                                |
| 4418                        | 110                               | 99                          | Feb. 28, 1871<br>Feb. 27, 1877                  | June 19, 1886                  | 4463                        | 108                               | 99                          | .....do .....                  |                                |
| 4419                        | 110                               | 101                         | Feb. 28, 1871<br>Feb. 27, 1877                  |                                | 4464                        | 118                               | 110                         | .....do .....                  |                                |
| 4420                        | 110                               | 100                         | Dec. 17, 1872<br>Jan. 6, 1874<br>Feb. 27, 1877  |                                | 4465                        | 118                               | 110                         | .....do .....                  | July 9, 1886                   |
| 4421                        | 119                               | 111                         | Feb. 28, 1871<br>Feb. 27, 1877                  |                                | 4466                        | 118                               | 111                         | .....do .....                  |                                |
| 4422                        | 117                               | 108                         | Feb. 28, 1871                                   |                                | 4467                        | 118                               | 111                         | Feb. 28, 1871<br>Feb. 27, 1877 |                                |
| 4423                        | 119                               | 112                         | .....do .....                                   |                                | 4468                        | 118                               | 111                         | Feb. 28, 1871                  |                                |
| 4424                        | 119                               | 112                         | .....do .....                                   |                                | 4469                        | 118                               | 111                         | .....do .....                  |                                |
| 4425                        | 370                               | 380                         | .....do .....                                   |                                | 4470                        | 116                               | 106                         | .....do .....                  |                                |
| 4426                        | 107                               | 97                          | .....do .....                                   | June 25, 1890<br>Dec. 22, 1890 | 4471                        | 116                               | 106                         | .....do .....                  |                                |
| 4427                        | 107                               | 97                          | .....do .....                                   |                                | 4472                        | 117                               | 108                         | .....do .....                  |                                |
| 4428                        | 110                               | 101                         | .....do .....                                   |                                |                             |                                   |                             | Feb. 27, 1877                  |                                |
| 4429                        | 110                               | 101                         | .....do .....                                   | Aug. 7, 1882                   | 4473                        | 117                               | 109                         | Feb. 28, 1871                  |                                |
| 4430                        | 110                               | 101                         | .....do .....                                   | Jan. 22, 1895                  | 4474                        | 117                               | 109                         | .....do .....                  | Oct. 18, 1888                  |
| 4431                        | 110                               | 102                         | .....do .....                                   |                                | 4475                        | 117                               | 109                         | .....do .....                  |                                |
| 4432                        | 110                               | 102                         | .....do .....                                   |                                | 4476                        | 117                               | 109                         | .....do .....                  |                                |
| 4433                        | 110                               | 102                         | .....do .....                                   |                                | 4477                        | 116                               | 107                         | .....do .....                  |                                |
| 4434                        | 110                               | 102                         | .....do .....                                   | Feb. 1, 1885<br>Feb. 28, 1895  | 4478                        | 116                               | 107                         | .....do .....                  |                                |
| 4435                        | 110                               | 103                         | .....do .....                                   |                                | 4479                        | 116                               | 107                         | .....do .....                  |                                |
| 4436                        | 110                               | 103                         | .....do .....                                   |                                | 4480                        | 115                               | 106                         | .....do .....                  |                                |
| 4437                        | 111                               | 104                         | .....do .....                                   |                                | 4481                        | 113                               | 104                         | .....do .....                  |                                |
| 4438                        | 55                                | 48                          | .....do .....                                   |                                | 4482                        | 113                               | 105                         | .....do .....                  |                                |
| 4439                        | 56                                | 48                          | .....do .....                                   |                                | 4483                        | 116                               | 107                         | .....do .....                  |                                |
| 4440                        | 57                                | 48                          | .....do .....                                   |                                | 4484                        | 114                               | 106                         | .....do .....                  |                                |
|                             |                                   |                             | Feb. 27, 1877                                   |                                | 4485                        | 114                               | 106                         | .....do .....                  |                                |
| 4441                        | 58                                | 49                          | Feb. 28, 1871<br>Apr. 17, 1874<br>Feb. 27, 1877 |                                | 4486                        | 114                               | 106                         | .....do .....                  |                                |
| 4442                        | 59                                | 49                          | Feb. 28, 1871<br>Apr. 17, 1874                  |                                | 4487                        | 312                               | 314                         | .....do .....                  |                                |
| 4443                        | 60                                | 49                          | Feb. 28, 1871                                   |                                | 4488                        | 113                               | 105                         | .....do .....                  | Mar. 2, 1889<br>Apr. 11, 1892  |
| 4444                        | 135                               | 124                         | .....do .....                                   |                                | 4489                        | 113                               | 105                         | .....do .....                  | Mar. 2, 1889                   |
| 4445                        | 61                                | 50                          | .....do .....                                   |                                | 4490                        | 112                               | 104                         | .....do .....                  | July 9, 1886                   |
| 4446                        | 55                                | 48                          | .....do .....                                   |                                |                             |                                   |                             | Feb. 27, 1877                  |                                |
| 4447                        | 121                               | 113                         | .....do .....                                   |                                | 4491                        | 107                               | 99                          | Feb. 28, 1871                  |                                |
| 4448                        | 121                               | 113                         | .....do .....                                   |                                | 4492                        | 116                               | 108                         | .....do .....                  |                                |
| 4449                        | 121                               | 113                         | .....do .....                                   |                                | 4493                        | 122                               | 114                         | .....do .....                  |                                |
| 4450                        | 121                               | 113                         | .....do .....                                   |                                | 4494                        | 120                               | 112                         | .....do .....                  |                                |
| 4451                        | 107                               | 97                          | .....do .....                                   | June 19, 1886                  | 4495                        | 11                                | 17                          | .....do .....                  | Feb. 21, 1891                  |
| 4452                        | 107                               | 98                          | .....do .....                                   |                                | 4496                        | 123                               | 114                         | .....do .....                  |                                |
| 4453                        | 107                               | 98                          | .....do .....                                   |                                | 4497                        | 123                               | 114                         | .....do .....                  |                                |
| 4454                        | 107                               | 98                          | .....do .....                                   |                                | 4498                        | 107                               | 97                          | .....do .....                  |                                |
| 4455                        | 370                               | 379                         | .....do .....                                   |                                | 4499                        | 123                               | 114                         | .....do .....                  |                                |
| 4456                        | 370                               | 379                         | .....do .....                                   |                                | 4500                        | 123                               | 114                         | .....do .....                  |                                |
| 4457                        | 370                               | 379                         | .....do .....                                   |                                | 4501                        | 368                               | 367                         | June 7, 1872<br>June 9, 1874   | June 26, 1884<br>June 19, 1886 |
| 4459                        | 370                               | 378                         | .....do .....                                   |                                | 4502                        | 368                               | 368                         | June 7, 1872                   |                                |
| 4460                        | 370                               | 379                         | .....do .....                                   |                                | 4503                        | 64                                | 51                          | .....do .....                  |                                |
|                             |                                   |                             |                                                 |                                | 4504                        | 65                                | 51                          | Jan. 15, 1873                  |                                |
|                             |                                   |                             |                                                 |                                | 4504                        | 66                                | 52                          | .....do .....                  |                                |
|                             |                                   |                             |                                                 |                                | 4505                        | 368                               | 368                         | June 7, 1872                   |                                |
|                             |                                   |                             |                                                 |                                | 4506                        | 368                               | 368                         | .....do .....                  |                                |
|                             |                                   |                             |                                                 |                                | 4507                        | 368                               | 368                         | .....do .....                  |                                |
|                             |                                   |                             |                                                 |                                | 4508                        | 64                                | 51                          | .....do .....                  |                                |



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| 4509                                      | 68                                                  | 52                                        | June 7, 1872  |               | 4557                                      | 104                                                 | 89                                        | July 20, 1790 |               |
| 4510                                      | 68                                                  | 53                                        | .....do ..... |               | 4558                                      | 104                                                 | 90                                        | .....do ..... |               |
| 4511                                      | 69                                                  | 53                                        | .....do ..... | June 26, 1884 | 4559                                      | 104                                                 | 90                                        | July 20, 1840 |               |
|                                           |                                                     |                                           | Jan. 15, 1873 |               | 4560                                      | 104                                                 | 90                                        | .....do ..... |               |
| 4512                                      | 69                                                  | 54                                        | June 7, 1872  |               | 4561                                      | 104                                                 | 91                                        | .....do ..... | June 26, 1884 |
| 4513                                      | 69                                                  | 54                                        | .....do ..... |               | 4562                                      | 104                                                 | 91                                        | .....do ..... |               |
|                                           |                                                     |                                           | Feb. 27, 1877 |               | 4563                                      | 104                                                 | 91                                        | .....do ..... |               |
| 4514                                      | 71                                                  | 55                                        | June 7, 1872  |               | 4564                                      | 101                                                 | 86                                        | July 20, 1790 |               |
| 4515                                      | 71                                                  | 55                                        | .....do ..... |               | 4565                                      | 101                                                 | 86                                        | June 7, 1872  |               |
| 4516                                      | 71                                                  | 55                                        | .....do ..... |               | 4566                                      | 101                                                 | 87                                        | .....do ..... |               |
| 4517                                      | 72                                                  | 55                                        | .....do ..... |               | 4567                                      | 101                                                 | 87                                        | .....do ..... |               |
| 4518                                      | 72                                                  | 56                                        | .....do ..... | June 26, 1884 | 4568                                      | 101                                                 | 87                                        | .....do ..... |               |
| 4519                                      | 69                                                  | 54                                        | .....do ..... |               | 4569                                      | 103                                                 | 88                                        | .....do ..... | June 26, 1884 |
| 4520                                      | 77                                                  | 59                                        | July 20, 1790 |               |                                           |                                                     |                                           | .....do ..... | June 19, 1886 |
|                                           |                                                     |                                           | June 7, 1872  |               | 4570                                      | 103                                                 | 89                                        | .....do ..... |               |
| 4521                                      | 77                                                  | 59                                        | July 20, 1790 |               | 4571                                      | 102                                                 | 88                                        | .....do ..... |               |
| 4522                                      | 77                                                  | 59                                        | .....do ..... | June 26, 1884 | 4572                                      | 103                                                 | 89                                        | .....do ..... |               |
|                                           |                                                     |                                           | Feb. 27, 1877 |               | 4573                                      | 73                                                  | 56                                        | Feb. 28, 1803 | June 19, 1886 |
| 4523                                      | 64                                                  | 51                                        | July 20, 1840 |               |                                           |                                                     |                                           | Apr. 4, 1840  |               |
| 4524                                      | 81                                                  | 64                                        | June 7, 1872  |               | 4574                                      | 73                                                  | 56                                        | Mar. 3, 1813  |               |
| 4525                                      | 81                                                  | 64                                        | .....do ..... |               | 4575                                      | 75                                                  | 57                                        | July 20, 1840 |               |
| 4526                                      | 81                                                  | 64                                        | .....do ..... |               |                                           |                                                     |                                           | Feb. 27, 1877 |               |
| 4527                                      | 81                                                  | 64                                        | .....do ..... |               | 4576                                      | 74                                                  | 56                                        | Feb. 28, 1803 |               |
| 4528                                      | 81                                                  | 64                                        | .....do ..... |               | 4577                                      | 91                                                  | 71                                        | .....do ..... |               |
| 4529                                      | 81                                                  | 65                                        | July 20, 1790 |               | 4578                                      | 91                                                  | 71                                        | .....do ..... | June 26, 1884 |
|                                           |                                                     |                                           | June 7, 1872  |               |                                           |                                                     |                                           | .....do ..... | June 19, 1886 |
| 4530                                      | 81                                                  | 65                                        | July 20, 1790 |               | 4579                                      | 91                                                  | 72                                        | Feb. 28, 1811 |               |
| 4531                                      | 85                                                  | 67                                        | June 7, 1872  |               | 4580                                      | 80                                                  | 62                                        | Aug. 18, 1856 | June 26, 1884 |
| 4532                                      | 85                                                  | 67                                        | .....do ..... |               |                                           |                                                     |                                           | Mar. 3, 1873  |               |
| 4533                                      | 85                                                  | 68                                        | .....do ..... |               | 4581                                      | 80                                                  | 62                                        | Aug. 18, 1856 | Do.           |
| 4534                                      | 85                                                  | 68                                        | .....do ..... |               |                                           |                                                     |                                           | .....do ..... | Apr. 4, 1888  |
| 4535                                      | 81                                                  | 63                                        | .....do ..... |               | 4582                                      | 80                                                  | 62                                        | Feb. 28, 1803 | June 26, 1884 |
| 4536                                      | 86                                                  | 68                                        | .....do ..... | Feb. 18, 1895 | 4583                                      | 80                                                  | 63                                        | July 20, 1840 | Do.           |
|                                           |                                                     |                                           | .....do ..... |               |                                           |                                                     |                                           | Aug. 18, 1856 |               |
| 4537                                      | 86                                                  | 68                                        | July 20, 1790 |               | 4588                                      | 63                                                  | 50                                        | May 28, 1796  | June 19, 1886 |
| 4538                                      | 92                                                  | 72                                        | June 7, 1872  |               | 4589                                      | 99                                                  | 83                                        | .....do ..... |               |
| 4539                                      | 92                                                  | 72                                        | .....do ..... |               | 4590                                      | 99                                                  | 84                                        | .....do ..... |               |
| 4540                                      | 92                                                  | 73                                        | .....do ..... |               | 4591                                      | 99                                                  | 84                                        | .....do ..... |               |
| 4541                                      | 92                                                  | 73                                        | .....do ..... |               | 4594                                      | 368                                                 | 368                                       | June 7, 1872  |               |
| 4542                                      | 92                                                  | 74                                        | .....do ..... |               | 4595                                      | 64                                                  | 51                                        | .....do ..... | June 19, 1886 |
| 4543                                      | 92                                                  | 74                                        | .....do ..... |               | 4596                                      | 93                                                  | 75                                        | .....do ..... |               |
| 4544                                      | 92                                                  | 74                                        | .....do ..... |               | 4597                                      | 93                                                  | 76                                        | .....do ..... |               |
| 4545                                      | 92                                                  | 74                                        | .....do ..... |               | 4598                                      | 87                                                  | 68                                        | July 20, 1890 |               |
| 4546                                      | 81                                                  | 65                                        | July 20, 1790 |               | 4599                                      | 87                                                  | 69                                        | June 7, 1872  |               |
|                                           |                                                     |                                           | Aug. 23, 1842 |               | 4600                                      | 87                                                  | 69                                        | .....do ..... | June 26, 1884 |
| 4547                                      | 81                                                  | 65                                        | July 20, 1790 |               | 4601                                      | 89                                                  | 70                                        | July 20, 1790 |               |
|                                           |                                                     |                                           | Aug. 23, 1842 |               |                                           |                                                     |                                           | Feb. 18, 1875 |               |
| 4548                                      | 81                                                  | 66                                        | Mar. 3, 1873  |               | 4602                                      | 93                                                  | 76                                        | June 7, 1872  |               |
| 4549                                      | 79                                                  | 61                                        | June 7, 1872  |               | 4603                                      | 81                                                  | 66                                        | .....do ..... |               |
| 4550                                      | 79                                                  | 61                                        | .....do ..... |               | 4604                                      | 87                                                  | 70                                        | .....do ..... |               |
| 4551                                      | 79                                                  | 62                                        | .....do ..... |               | 4605                                      | 81                                                  | 66                                        | Feb. 27, 1877 |               |
| 4552                                      | 81                                                  | 63                                        | .....do ..... |               | 4606                                      | 161                                                 | 141                                       | June 7, 1872  |               |
| 4553                                      | 81                                                  | 64                                        | .....do ..... |               | 4607                                      | 90                                                  | 71                                        | .....do ..... |               |
| 4554                                      | 67                                                  | 52                                        | .....do ..... |               | 4608                                      | 93                                                  | 76                                        | July 27, 1866 |               |
| 4555                                      | 67                                                  | 52                                        | .....do ..... |               | 4609                                      | 64                                                  | 51                                        | June 7, 1872  | June 19, 1886 |
| 4556                                      | 104                                                 | 89                                        | July 20, 1790 |               | 4610                                      | 94                                                  | 77                                        | .....do ..... |               |



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| 4611                        | 93                                | 77                          | Sept. 28, 1850                 |                                | 4796                        | 270                               | 232                         | Feb. 23, 1799                                                                                                                                                                         |               |
| 4612                        | 94                                | 77                          | Feb. 26, 1811                  |                                | 4797                        | 271                               | 233                         | .....do .....                                                                                                                                                                         |               |
| 4653                        | 375                               | 389                         | Aug. 31, 1852                  |                                | 4801                        | 96                                | 80                          | July 16, 1798                                                                                                                                                                         | Mar. 3, 1875  |
| 4654                        | 375                               | 389                         | .....do .....                  |                                |                             |                                   |                             |                                                                                                                                                                                       | June 26, 1884 |
| 4655                        | 375                               | 389                         | .....do .....                  |                                | 4802                        | 371                               | 380                         | June 29, 1870<br>Mar. 3, 1875                                                                                                                                                         | Jan. 4, 1889  |
| 4656                        | 375                               | 389                         | .....do .....                  |                                | 4804                        | 96                                | 80                          | Feb. 10, 1871                                                                                                                                                                         | Mar. 3, 1875  |
| 4657                        | 375                               | 389                         | .....do .....                  |                                | 4805                        | 96                                | 80                          | May 3, 1802                                                                                                                                                                           | Mar. 3, 1875  |
| 4658                        | 375                               | 390                         | .....do .....                  |                                |                             |                                   |                             |                                                                                                                                                                                       | Aug. 4, 1894  |
|                             |                                   |                             | June 22, 1874                  |                                | 4806                        | 371                               | 380                         | Apr. 20, 1866<br>June 27, 1866                                                                                                                                                        | Mar. 3, 1875  |
|                             |                                   |                             | June 23, 1874                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
|                             |                                   |                             | Feb. 27, 1877                  |                                | 5280                        | 88                                | 70                          | Mar. 2, 1829<br>Feb. 24, 1855                                                                                                                                                         |               |
| 4659                        | 375                               | 390                         | Aug. 31, 1852                  | Mar. 3, 1879                   |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4660                        | 375                               | 390                         | Mar. 2, 1867                   |                                | 5281                        | 333                               | 332                         | Apr. 20, 1818                                                                                                                                                                         |               |
| 4661                        | 375                               | 390                         | May 15, 1820                   |                                | 5282                        | 333                               | 332                         | .....do .....                                                                                                                                                                         |               |
| 4662                        | 375                               | 390                         | Mar. 2, 1795                   |                                | 5283                        | 333                               | 332                         | .....do .....                                                                                                                                                                         |               |
| 4663                        | 375                               | 390                         | Mar. 3, 1851                   |                                | 5284                        | 333                               | 333                         | .....do .....                                                                                                                                                                         |               |
|                             |                                   |                             | Aug. 31, 1852                  |                                | 5285                        | 333                               | 333                         | .....do .....                                                                                                                                                                         |               |
|                             |                                   |                             | Aug. 18, 1856                  |                                | 5286                        | 333                               | 333                         | .....do .....                                                                                                                                                                         |               |
|                             |                                   |                             | Mar. 3, 1859                   |                                | 5287                        | 333                               | 333                         | .....do .....                                                                                                                                                                         |               |
|                             |                                   |                             | Mar. 3, 1863                   |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4664                        | 375                               | 391                         | Mar. 3, 1831                   |                                |                             |                                   |                             | Feb. 18, 1875                                                                                                                                                                         |               |
| 4665                        | 375                               | 391                         | Aug. 31, 1852                  |                                | 5288                        | 333                               | 334                         | Apr. 20, 1818                                                                                                                                                                         |               |
| 4666                        | 375                               | 391                         | .....do .....                  | July 7, 1884                   | 5289                        | 333                               | 334                         | .....do .....                                                                                                                                                                         |               |
| 4667                        | 375                               | 391                         | Mar. 2, 1867                   |                                | 5290                        | 333                               | 334                         | .....do .....                                                                                                                                                                         |               |
| 4668                        | 375                               | 391                         | Mar. 3, 1859                   |                                | 5291                        | 333                               | 334                         | .....do .....                                                                                                                                                                         |               |
| 4669                        | 375                               | 392                         | Aug. 31, 1852                  |                                | 5292                        | 295                               | 272                         | Feb. 27, 1877<br>Mar. 3, 1797<br>Feb. 11, 1800<br>Mar. 2, 1803<br>July 13, 1861<br>May 20, 1862<br>June 22, 1874<br>Jan. 22, 1875<br>Mar. 3, 1875<br>Feb. 27, 1877                    |               |
| 4670                        | 375                               | 392                         | .....do .....                  | June 23, 1874<br>July 26, 1886 |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4671                        | 375                               | 392                         | .....do .....                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4672                        | 375                               | 392                         | Sept. 28, 1850<br>Mar. 2, 1867 |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4673                        | 375                               | 392                         | Mar. 6, 1867                   |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4674                        | 375                               | 392                         | Mar. 3, 1859                   |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4675                        | 375                               | 392                         | Mar. 3, 1869                   |                                | 5293                        | 295                               | 272                         | July 14, 1832<br>June 22, 1874<br>Jan. 22, 1875<br>Mar. 3, 1875<br>Feb. 27, 1877<br>Sept. 28, 1850<br>June 27, 1864<br>July 1, 1870<br>July 18, 1866<br>July 27, 1868<br>July 1, 1870 |               |
| 4676                        | 315                               | 315                         | Mar. 2, 1868                   |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4677                        | 315                               | 315                         | July 15, 1870                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4678                        | 315                               | 315                         | Sept. 28, 1850                 |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4679                        | 375                               | 393                         | Aug. 31, 1852                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4680                        | 375                               | 393                         | .....do .....                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4681                        | 377                               | 394                         | Feb. 10, 1807<br>July 10, 1832 |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4682                        | 377                               | 395                         | Feb. 10, 1807                  |                                | 5294                        | 295                               | 273                         | Feb. 28, 1871                                                                                                                                                                         | Dec. 15, 1894 |
| 4683                        | 377                               | 395                         | Mar. 3, 1843                   |                                | 5295                        | 295                               | 273                         | Feb. 28, 1865<br>June 22, 1874                                                                                                                                                        | June 26, 1884 |
| 4684                        | 377                               | 395                         | .....do .....                  |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4685                        | 377                               | 395                         | July 10, 1832                  |                                | 5339                        | 346                               | 347                         | Apr. 30, 1790<br>Mar. 3, 1825<br>Mar. 3, 1875                                                                                                                                         |               |
| 4686                        | 377                               | 395                         | Feb. 10, 1807<br>Apr. 14, 1818 |                                |                             |                                   |                             |                                                                                                                                                                                       |               |
| 4687                        | 377                               | 395                         | June 17, 1844                  |                                | 5340                        | 345                               | 347                         | Apr. 30, 1790                                                                                                                                                                         |               |
| 4688                        | 377                               | 395                         | June 12, 1858                  | Aug. 30, 1890                  | 5341                        | 345                               | 347                         | .....do .....                                                                                                                                                                         |               |
| 4689                        | 377                               | 396                         | Mar. 3, 1853                   |                                |                             |                                   |                             | Mar. 3, 1857                                                                                                                                                                          |               |
| 4690                        | 377                               | 396                         | .....do .....                  |                                | 5342                        | 345                               | 348                         | .....do .....                                                                                                                                                                         |               |
| 4691                        | 317                               | 396                         | June 3, 1844                   | Mar. 3, 1879<br>June 20, 1878  | 5343                        | 345                               | 348                         | Apr. 30, 1790<br>Mar. 3, 1857<br>Mar. 3, 1875                                                                                                                                         |               |
| 4792                        | 269                               | 231                         | Feb. 23, 1799                  |                                | 5344                        | 345                               | 348                         | Feb. 28, 1871                                                                                                                                                                         |               |
| 4793                        | 269                               | 232                         | .....do .....                  |                                | 5345                        | 347                               | 348                         | Mar. 3, 1825                                                                                                                                                                          |               |
| 4794                        | 270                               | 232                         | .....do .....                  |                                | 5346                        | 348                               | 348                         | .....do .....                                                                                                                                                                         |               |
| 4795                        | 270                               | 232                         | .....do .....                  |                                | 5347                        | 349                               | 348                         | Mar. 3, 1835                                                                                                                                                                          |               |



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| 5348                                      | 350                                                 | 349                                       | Apr. 30, 1790                  |               | 5386                                      | 358                                                 | 352                                       | Mar. 3, 1825                                 |                              |
| 5349                                      | 351                                                 | 349                                       | Mar. 24, 1860                  |               | 5387                                      | 358                                                 | 352                                       | .....do .....                                |                              |
| 5350                                      | 351                                                 | 349                                       | .....do .....                  |               | 5390                                      | 359                                                 | 352                                       | Apr. 30, 1790                                |                              |
| 5351                                      | 351                                                 | 349                                       | .....do .....                  |               | 5391                                      | 360                                                 | 352                                       | Mar. 3, 1825                                 |                              |
| 5353                                      | 117                                                 | 110                                       | July 3, 1866                   |               |                                           |                                                     |                                           | Apr. 5, 1866                                 |                              |
| 5354                                      | 117                                                 | 110                                       | .....do .....                  |               | 5423                                      | 362                                                 | 353                                       | Mar. 3, 1825                                 |                              |
| 5355                                      | 117                                                 | 110                                       | .....do .....                  |               | 5482                                      | 370                                                 | 380                                       | Aug. 30, 1872                                |                              |
| 5356                                      | 352                                                 | 349                                       | Apr. 30, 1790<br>Aug. 23, 1842 |               | 5551                                      | 365                                                 | 357                                       | Mar. 22, 1794<br>Apr. 20, 1818               | Mar. 3, 1875                 |
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## ERRATA AND ADDENDA.

### FEES ON VESSELS PAYABLE BY PRIVATE PERSONS.

[NOTE.—By section 1 of the act of June 19, 1886, and section 22 of the act of June 10, 1890, the system of compensating officers of the Government enforcing the navigation laws was materially changed. Nearly all the fees previously collected by them from masters and owners of vessels for services rendered were abolished, and payment made directly from the Treasury on the basis of the former fees. For this reason, wherever practicable in the text of this compilation, provisions requiring the payment of fees have been omitted as no longer in force between the master or owner of a vessel of the United States and the Government, but in force only as determining the compensation, in some instances, paid by the Government to its employees.

Following are the sections of law above referred to, with a schedule of the fees which still remain payable by the owner, master, or agent of a vessel of the United States at ports on the seaboard and western rivers, and also at ports on the Great Lakes and northern, northeastern, and northwestern frontiers.]

On and after July first, eighteen hundred and eighty-six, June 19, 1886.  
no fees shall be charged or collected by collectors or other officers of customs, or by inspectors of steam-vessels or shipping commissioners, for the following services to vessels of the United States, to wit: Measurement of tonnage and certifying the same; issuing of license or granting of certificate of registry, record, or enrollment, including all indorsements on the same and bond and oath; indorsement of change of master; certifying and receiving manifest, including master's oath and permit; granting permit to vessels licensed for the fisheries to touch and trade; granting certificate of payment of tonnage dues; recording bill of sale, mortgage, hypothecation, or conveyance, or the discharge of such mortgage or hypothecation; furnishing certificate of title; furnishing the crew-list, including bond; certificate of protection to seamen; bill of health; shipping or discharging of seamen, as provided by title fifty-three of the Revised Statutes and section two of this act; [R. S. 4501-4612.]  
apprenticing boys to the merchant service; inspecting, examining, and licensing steam-vessels, including inspection certificate and copies thereof; and licensing of master, engineer, pilot, or mate of a vessel; and all provisions of laws authorizing or requiring the collection of fees for such services are repealed, such repeal to take effect July first, eighteen hundred and eighty-six. Collectors or other officers of customs, inspectors of steam-vessels, and shipping commissioners who are paid wholly or partly by fees shall make a detailed report of such services, and the fees provided by law, to the Secretary of the Treasury, under such regulations as that officer may prescribe; and the Secretary of the Treasury shall allow and pay, from any money in the Treasury not otherwise appropriated, said officers such compensation for said services as each would have received prior to the passage of this act; also such compensation to



clerks of shipping commissioners as would have been paid them had this act not passed: *Provided*, That such services have, in the opinion of the Secretary of the Treasury, been necessarily rendered.

June 10, 1890,  
sec. 22.

All fees exacted and oaths administered by officers of the customs, except as provided in this act, under or by virtue of existing laws of the United States, upon the entry of imported goods and the passing thereof through the customs, and also upon all entries of domestic goods, wares, and merchandise for exportation, are hereby abolished: \* \* \* *Provided*, That where such fees, under existing laws, constitute, in whole or in part, the compensation of any officer, such officer shall receive, from and after the passage of this act, a fixed sum for each year equal to the amount which he would have been entitled to receive as fees for such services during said year.

#### PORTS ON ATLANTIC, PACIFIC, AND GULF COASTS AND WESTERN RIVERS.

|                                                                                                                                                                                                                                                                  |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| For inspector's certificate to cancel bond, etc.....                                                                                                                                                                                                             | \$0. 20 |
| Granting permit to a vessel not belonging to a citizen of the United States to go from district to district, and for receiving manifest.....                                                                                                                     | 2. 00   |
| Receiving manifest, and granting permit to unload, for last-mentioned vessel on arrival at one district from another.....                                                                                                                                        | 2. 00   |
| Entry of vessel of 100 tons or more from foreign port.....                                                                                                                                                                                                       | 2. 50   |
| Entry of vessel under 100 tons.....                                                                                                                                                                                                                              | 1. 50   |
| Clearance of vessel of 100 tons or more for a foreign port.....                                                                                                                                                                                                  | 2. 50   |
| Clearance of vessel under 100 tons.....                                                                                                                                                                                                                          | 1. 50   |
| Post-entry.....                                                                                                                                                                                                                                                  | 2. 00   |
| Bond taken officially, not otherwise provided for, except when executed in connection with crew-list, or with the entry or passage of goods through the customs, or with the entry of merchandise for exportation.....                                           | . 40    |
| Official certificate, except as above stated.....                                                                                                                                                                                                                | . 20    |
| Collector's certificate to shipping articles.....                                                                                                                                                                                                                | . 20    |
| Special certificate to cancel bond not given in connection with entry of merchandise, etc., under act 1890.....                                                                                                                                                  | . 20    |
| Certified copy of outward manifest, if required.....                                                                                                                                                                                                             | . 20    |
| Copy of marine document.....                                                                                                                                                                                                                                     | . 20    |
| Official documents (United States vessels' documents excepted) required by any merchant, owner, or master of any vessel not before enumerated, including bills of health for foreign vessels.....                                                                | . 20    |
| Services other than admeasurement to be performed by the surveyor in foreign-going vessels of 100 tons or more, having on board merchandise subject to duty, Revised Statutes, 4186 (not applicable to vessels without cargo but with excess of sea-stores)..... | 3. 00   |
| For like services in vessels under 100 tons having similar merchandise....                                                                                                                                                                                       | 1. 50   |
| For like services on all foreign-going vessels not having merchandise subject to duty.....                                                                                                                                                                       | . 67    |
| Certified copy of bill of sale, mortgage, or other conveyance.....                                                                                                                                                                                               | . 50    |
| Duties performed by the surveyor on vessel of 100 tons or upwards, if there be dutiable cargo.....                                                                                                                                                               | 3. 00   |
| Duties performed by surveyor on vessel of less than 100 tons, if there be dutiable cargo.....                                                                                                                                                                    | 1. 50   |
| Duties performed by surveyor on vessel of whatever tonnage with free cargo or ballast.....                                                                                                                                                                       | . 67    |
| Tonnage duty, if due.....                                                                                                                                                                                                                                        |         |
| Certificate payment tonnage dues, foreign vessel.....                                                                                                                                                                                                            | . 20    |
| Bill of health, foreign vessel.....                                                                                                                                                                                                                              | . 20    |
| Bond to retain cargo on board, if required.....                                                                                                                                                                                                                  | . 40    |
| Certificate of American growth or production, if required.....                                                                                                                                                                                                   | . 20    |
| Clearance of an American vessel for a foreign port: Fee same as above (but no fee collectible for bill of health, certificate payment tonnage tax, crew-list, or bond).                                                                                          |         |
| Certificate to shipping articles, if required.....                                                                                                                                                                                                               | . 20    |



The fees allowed to surveyors for services other than admeasurement on board vessels may be charged by the collectors performing such services at ports where there are no surveyors, but such fees will not be collected from coasting vessels. Fees for the admeasurement of vessels under 5 tons in burden will not be charged. Collectors may receive port warden's, health officer's, and harbormaster's fees where it is a matter of convenience to all parties concerned. The term "legal fees," used in section 4206, Revised Statutes, does not mean pilotage, half-pilotage, or similar local charges. Masters of passenger vessels from foreign territory not contiguous to the United States are required to pay, within twenty-four hours from entry, to the collector of customs at the port of arrival, \$10 for each passenger over 8 years of age (not being a cabin passenger) who shall have died of natural disease during the voyage. Collectors, naval officers, and surveyors are required to have posted in a public place in their offices a fair table of the fees demandable by law at their ports, subject at all times to inspection, and to give receipts for fees collected, specifying the particulars, whenever required to do so. Failure to observe these requirements entails a penalty of \$100 for the benefit of the informer.

#### PORTS ON NORTHERN, NORTHEASTERN, AND NORTHWESTERN FRONTIERS.

|                                                                                                                                                                                                                                                                                                                                                        |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Entry of a vessel directly from a foreign port.....                                                                                                                                                                                                                                                                                                    | \$0. 50 |
| Clearance of a vessel sailing directly to a foreign port otherwise than by the sea .....                                                                                                                                                                                                                                                               | . 50    |
| Post-entry.....                                                                                                                                                                                                                                                                                                                                        | 2. 00   |
| Official bond not otherwise provided for, except when executed in connection with crew list, or with the entry or passage of goods through the customs, or with the entry of domestic merchandise for exportation.....                                                                                                                                 | . 50    |
| Official certificate not otherwise provided for, except as above stated.....                                                                                                                                                                                                                                                                           | . 20    |
| Special certificate to cancel bond not given in connection with entry, merchandise, etc., under act 1890.....                                                                                                                                                                                                                                          | . 20    |
| Certified copy of outward manifest, if required.....                                                                                                                                                                                                                                                                                                   | . 20    |
| Copy of marine document.....                                                                                                                                                                                                                                                                                                                           | . 20    |
| Copy bill of sale, mortgage, or other conveyance.....                                                                                                                                                                                                                                                                                                  | . 50    |
| The fees above mentioned are applicable in the case of all vessels navigating the waters of the northern, northeastern, and northwestern frontiers otherwise than by the sea, and no fees other than those above specially enumerated can be legally collected from the owners or masters, as such, of vessels enrolled or licensed on said frontiers. |         |
| Post-entry, if made.....                                                                                                                                                                                                                                                                                                                               | 2. 00   |
| Clearance of a foreign vessel for a foreign port:                                                                                                                                                                                                                                                                                                      |         |
| Clearance.....                                                                                                                                                                                                                                                                                                                                         | . 50    |
| Bond to retain cargo, if necessary.....                                                                                                                                                                                                                                                                                                                | . 50    |
| Clearance of an American vessel directly for a foreign port:                                                                                                                                                                                                                                                                                           |         |
| Clearance.....                                                                                                                                                                                                                                                                                                                                         | . 50    |
| Bond to retain cargo, if necessary.....                                                                                                                                                                                                                                                                                                                | . 50    |
| Entry of an American vessel engaged in the coasting trade and touching at a foreign port:                                                                                                                                                                                                                                                              |         |
| Post-entry, if made.....                                                                                                                                                                                                                                                                                                                               | 2. 00   |

The fees allowed to surveyors for services other than admeasurement on board vessels may be charged by the collectors performing such services at ports where there are no surveyors, but such fees will not be collected from coasting vessels. Fees for the admeasurement of vessels under 5 tons in burden will not be charged. Collectors may receive port warden's, health officer's, and harbor-master's fees where it is a matter of convenience to all parties concerned. The term "legal fees," used in section 4206, Revised Statutes, does not embrace pilotage, half-pilotage, or similar local charges. Masters of passenger vessels from foreign territory not contiguous to the United States are required to pay, within twenty-four hours from entry, to the collector of customs at the port of arrival, \$10 for each passenger over 8 years of age (not being a cabin passenger), who shall have died of natural disease during the voyage. Permits are not required on the northern frontier to unlade cargo brought from an American port; but permits must be obtained, and existing laws complied with, previous to the discharge or landing of passengers, baggage, goods, wares, or merchandise brought from foreign ports or places. Canadian steamers trading on the northern frontiers from one foreign port to another, and touching during the course of such voyage at a port or place in the United States, and landing passengers, baggage, or freight are required to report and pay entrance and clearance fees.



Enrolled or licensed vessels upon the frontiers departing from or arriving at a port in one collection district to or from a port in another collection district, although touching at an intermediate foreign port, are exempted from payment of the entrance and clearance fees of fifty cents each, and from the payment of tonnage tax, but in all such cases an entry or clearance must be made, and fees be paid of ten cents for certification of manifest and permit to go from district to district, and ten cents for receiving manifest.

Vessels used exclusively as ferry-boats, however laden, will not be required to enter or clear, nor will the masters or persons in charge of such boats be required to present manifests or to pay entrance or clearance fees, or fees for receiving or certifying manifests; but such masters or other persons will be required to report to the proper officer of the customs in each instance, and to apprise him of any baggage, goods, wares, or merchandise which may have been imported in such boats from any foreign territory.

Collectors on the northern, northeastern, and northwestern frontiers are authorized to keep on sale, at their several offices, blank manifests and clearances, and to charge therefor the sum of 10 cents for each blank, and no more. But this does not prohibit private persons from furnishing their own blanks, if said blanks are in accordance with law and regulations.

Collectors, naval officers, and surveyors are required to have posted in a public place in their offices a fair table of the fees demandable by law at their ports, subject at all times to inspection, and to give receipts for fees collected, specifying the particulars, whenever required to do so. Failure to observe these requirements entails a penalty of \$100 for the benefit of the informer.

### IMMEDIATE TRANSPORTATION.

[Chapter 218, act of February 23, 1887.]

Feb. 23, 1887.

The provisions of the act entitled "An act to amend the statutes in relation to the immediate transportation of dutiable goods, and for other purposes," approved June tenth eighteen hundred and eighty, be, and the same are hereby, so amended as to allow merchandise liable to specific rates of duty only to be entered for immediate transportation without appraisement to any of the ports mentioned in the seventh section of said act, although the same may not appear by the invoice, bill of lading, or manifest of the importing vessel to be consigned to or destined for either of said ports, when the consignee at the port of first arrival shall make written application therefor to the collector, giving the name of the person at the port or destination to whom he desires the merchandise to be consigned; and whenever such application and entry shall be made, the original invoice presented by the consignee at the port of first arrival shall be forwarded, with a copy of the transportation entry, to the collector at the port of destination; and a copy of such invoice shall be retained on file at the port of first arrival.

The original invoice so forwarded shall be treated as the only invoice of the merchandise upon which entry shall be made at the port of destination, and the person making such entry shall be held responsible for the statements contained therein in the same manner as if the merchandise had been originally consigned to him: *Provided, however,* That the privileges herein conferred shall not extend to any merchandise the duties upon which, or any portion thereof, depend upon the value of such merchandise: *And provided further,* That such privilege shall be granted only in cases where no part of the merchandise shall have been landed prior to entry for immediate transportation as aforesaid.



## CATTLE AND LIVE STOCK.

Section two of the act entitled "An Act to provide for the inspection of live cattle, hogs, and the carcasses and products thereof which are the subjects of interstate commerce, and for other purposes," approved March third, eighteen hundred and ninety-one, be amended to read as follows: March 2, 1895.

"SEC. 2. That the Secretary of Agriculture shall also cause to be made a careful inspection of all live cattle, the meat of which, fresh, salted, canned, corned, packed, cured, or otherwise prepared, is intended for exportation to any foreign country, at such times and places, and in such manner as he may think proper, with a view to ascertain whether said cattle are free from disease, and their meat sound and wholesome, and may appoint inspectors who shall be authorized to give an official certificate clearly stating the condition in which such cattle and meat are found, and no clearance shall be given to any vessel having on board any fresh, salted, canned, corned, or packed beef being the meat of cattle killed after the passage of this Act for exportation to and sale in a foreign country from any port in the United States until the owner or shipper shall obtain from an inspector appointed under the provisions of this act a certificate that said cattle were free from disease and that their meat is sound and wholesome."

Also that section four of said Act be so amended as to read as follows:

"SEC. 4. That said examination shall be made in the manner provided by rules and regulations to be prescribed by the Secretary of Agriculture, and after said examination the carcasses and products of all cattle, sheep, and swine found to be free of disease and wholesome, sound, and fit for human food shall be marked, stamped, or labeled for identification as may be provided by said rules and regulations of the Secretary of Agriculture. Any person who shall forge, counterfeit, simulate, imitate, falsely represent, or use without authority, or knowingly and wrongfully alter, deface, or destroy any of the marks, stamps, or other devices provided for in the regulations of the Secretary of Agriculture, of any such carcasses or their products, or who shall forge, counterfeit, simulate, imitate, falsely represent, or use without authority, or knowingly and wrongfully alter, deface, or destroy any certificate or stamp provided in said regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, or by both said punishments, in the discretion of the court."

The Secretary of Agriculture is hereby authorized to make such rules and regulations as he may decide to be necessary to prevent the transportation from one State or Territory or the District of Columbia, into any other State or Territory or the District of Columbia or to any foreign country, of the condemned carcasses or parts of



carcasses of cattle, sheep, and swine, which have been inspected in accordance with the provisions of this act. Any person, company, or corporation owning or operating any such slaughter-house, abattoir, or meat curing, packing, or canning establishment, or any employee of the same, that shall wilfully violate any provision of this Act shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished for each offense by a fine not exceeding one thousand dollars or imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

#### REVENUE-CUTTER SERVICE

July 31, 1894.

The Secretary of the Treasury shall detail a captain of the Revenue-Cutter Service who shall be chief of the division of Revenue-Cutter Service, and a chief engineer, who shall be engineer in chief of said Service, but no additional pay or emoluments shall be allowed on account of such detail.

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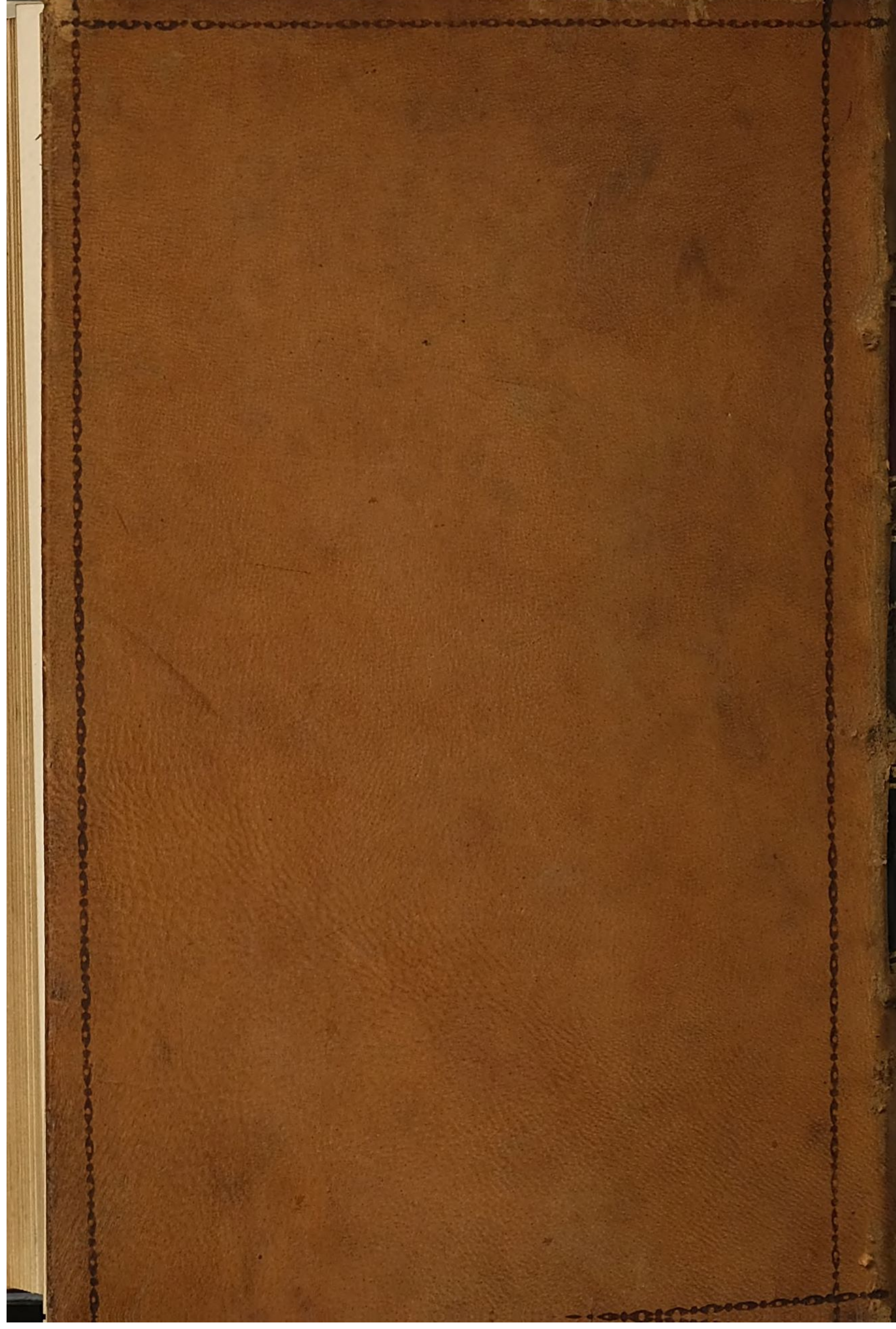














House documents

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